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FINAL REPORT SPACE STATION AUXILIARY THRUST CHAMBER TECHNOLOGY

BY

J. M. SENNEFF, PROGRAM MANAGER

BELL AEROSPACE TEXTRON BUFFALO, NEW YORK 14240

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Foreword

Bell Aerospace Textron submits this Final Report as part of the Space Station Auxiliary Thrust Chamber Technology Program, Contract NAS 3-24656.

The work was conducted under the cognizance of Mr. G. Paul Richter of NASA Lewis Research Center who was the Contract Project Manager. Bell personnel include: John M. Senneff, Program Manager; Arthur M. Gorbaty, Design Leader; and Edgar R. Vollaro, Test Director.

Abstract

A program to design, fabricate and test a 50 lb_f (222 N) thruster was undertaken (Contract NAS 3-24656) to demonstrate the applicability of the "reverse flow" concept as an item of auxiliary propulsion for the Space Station. The thruster was to operate at a mixture ratio (O/F) of 4, be capable of operating for 2 million lb_f -seconds (8.896 million N-seconds) impulse with a chamber pressure of 75 psia (52 N/cm²) and a nozzle area ratio of 40. Superimposed was also the objective of operating with a stainless steel spherical combustion chamber, which limited the wall temperature to 1700°F (1200°K), an objective specific impulse of 400 lb_f-sec/lbm (3923 Nseconds/Kg), and a demonstration of 500,000 lb_f-seconds (2,224,000 N-seconds) of impulse. The demonstration of these objectives required a number of design iterations which eventually culminated in a very successful 1000 second demonstration, almost immediately followed by a changed program objective imposed to redesign and demonstrate at a mixture ratio (O/F) of 8. This change was made and more than 250,000 lb_f-seconds (1,112,000 N-seconds) of impulse was successfully demonstrated at a mixture ratio of 8. This document contains a description of the effort conducted during the program to design and demonstrate the thrusters involved.

SUMMARY

A program to evaluate a gaseous-hydrogen and gaseous-oxygen-fueled reverse-flow thruster for the Space Station Auxiliary Propulsion System was undertaken with the design, fabrication and testing of a 50 lb, (222N) thrust rocket engine. The thruster was designed to operate at 75 psia (52 N/cm 2) chamber pressure, and a mixture ratio (O/F) of 4 with a 40 to 1 nozzle area ratio. The objective was to demonstrate a duration capability of 2 million lb_f-second (8.896 million N-seconds) total impulse.

The program initially included tasks for preliminary and detailed design, fabrication, acceptance testing, duration testing and reporting. Four additional tasks were added to the program when other NASA studies indicated a requirement to operate the thrusters at a mixture ratio of 8 instead of the initially selected mixture ratio of 4.

The initial design of the mixture ratio 4 hardware was based on Bell's experience designing a previously tested 1500 lb_f (6672 N) thrust engine. The thrust chamber size, fuel injection velocity, oxidizer injector design criteria, and general chamber arrangement were all based as much as possible on the lessons learned in the design of the larger thruster. Fabrication details of the individual components were similar to those of the larger thruster, even though the size difference was substantial.

Testing of the 50 lb_f (222 N), r=4 thruster indicated that at least some of the larger engine design criteria could not be directly applied to the smaller unit. This in turn required some innovation in developing such criteria and occupied a major portion of the program effort.

The problem was centered in the high chamber wall temperatures experienced during initial testing. It appeared that the chamber wall fuel cooling film was insufficient to protect the chamber walls from the core combustion temperatures at the chamber design operating conditions. The problem was further amplified when the design mixture ratio was increased and the corresponding combustion temperatures also increased. The Bell design is predicated upon stainless steel chambers for low cost and ease of manufacture. As a consequence, temperatures in the 1700°F (1200°K) region are limiting. Other materials could be used to increase the allowable wall temperature, but in this case, the maximum wall temperature was fixed.

The solution was to increase the oxidizer flow in the center of the combustor, thereby decreasing temperature near the chamber walls. A modified injector was evolved which injected oxygen centerflow sufficiently downstream of the vortex cup to negate any center flow/vortex interference and resulted in the desired wall conditions.

A 1000 second firing at a mixture ratio of 4 validated the design. However, system studies conducted for NASA by other contractors indicated that mixture ratio 8 operation was more compatible with evolving Space Station conceptual designs and emphasis in the present work was redirected by NASA to a new design at mixture ratio 8.

The mixture ratio 8 demonstration chamber used as many existing parts as possible while still meeting the new requirements. The entire mixture ratio 4 nozzle was used, but a new oxidizer injector and chamber had to be fabricated.

To use the available nozzle, it was necessary that approximately the same cooling conditions exist in the throat section. Thus, the fuel flow was kept the same as at r=4 but the oxidizer flow was doubled to obtain the new mixture ratio of 8. The result of this increased propellant flow was operation at approximately 102 psia (70.3 N/cm 2)

chamber pressure and a measured thrust of approximately 77 $\rm lb_f$ (343 N). This was deemed acceptable for demonstration purposes.

Ten 300 second firings were conducted to demonstrate 200,000 lb-seconds of total impulse. A total of approximately 250,000 lb_f-seconds (1,112,000 N-seconds) impulse was performed when additional tests to evaluate the effect of mixture ratio were added to the duration tests. This series of tests was conducted over a mixture ratio range from r=3 to r=8 to evaluate changes in both performance and wall temperature as mixture ratio values were varied over the entire range that a space station thruster might be called on to operate.

The results of this program were considered to be highly successful in demonstrating the capability of the Bell vortex combustor to accommodate broad changes in operating conditions, as well as its outstanding long-life potential. It appears to be an attractive candidate for Space Station auxiliary propulsion, Orbit Transfer Vehicle attitude control, and reaction control and orbit maneuvering for the National Aerospace plane (X-30).

Introduction

The manned Space Station will require an Auxiliary Propulsion System (APS) for attitude control, orbit positioning, and docking maneuvers. The selection of an optimum APS for the Space Station is a complicated issue. Numerous studies have been conducted to identify and evaluate viable candidate propulsion systems for Space Station applications. Some of the more important considerations for this application are long, reliable life potential, low cost, and high performance. One of the candidate systems being considered for the Space Station includes gaseous Hydrogen (GH₂)/gaseous Oxygen (GO₂) thrusters in the 15-50 lb_f (67-222 N) thrust range.

Other potential applications for thrusters of this type include attitude control of NASA's Orbit Transfer Vehicle (OTV) and orbit maneuvering and reaction control propulsion for the X-30 or National Aerospace plane (NASP).

A program to develop the technology requirements and demonstrate the feasibility of a long-life, reliable 50-lb_f GH₂/GO₂ thruster was initiated by NASA Lewis Research Center, at Bell Aerospace Textron, a Division of Textron, Inc. in the spring of 1985. The 50-lb_f thruster design is based on a unique, proven "reverse flow" concept, utilizing the GH₂ as a regenerative cooling medium, and incorporating low cost stainless steel materials for fabrication details. This report presents the results of the analytical, design, and experimental test efforts conducted to develop and demonstrate thruster technology, and a comparison of performance and heat transfer characteristics with analytical predictions.

The basis for the design of this thruster was a 1500 lb_f (6672 N) thrust unit demonstrated under Contract NAS 3-14353, and reported in NASA CR-120881. The definition of this program was to duplicate, where possible, all the design features of the larger thruster and thus minimize the risk of "new" features. The chamber design was scaled down to the 50 lb_f (222 N) thrust size and the fabrication technique maintained. The program was originally structured to contain six tasks which were as follows:

Task I	Preliminary	Analysis	and	Design
1 0011 1				

Task II Detailed Design

Task III Components Fabrication
Task IV Proof Test and Delivery

Task V Life Test and Health Monitoring

Task VI Reports

During the course of this program, new information was introduced from NASA-sponsored systems studies which indicated the desirability of operating at a much fuel leaner mixture ratio, and following the first long duration test of the thruster, the program emphasis was redirected to obtain a timely demonstration of the hardware at a O/F mixture ratio of 8.

To accomplish this demonstration, three more tasks were added to the program which were used to obtain the mixture ratio and demonstration hardware and to accomplish the feasibility demonstration. The demonstration program concluded with successful operation of this hardware at the specified conditions.

The Reverse Flow Thruster

The reverse flow concept is based on an unconventional use of gas vortex mixing to create a simplified combustor for use with GH, and GO, propellants. The reverse flow pattern is created when hydrogen is injected as an annular sheet at a station in the nozzle convergent section, flows toward the front of the spherical combustor where the flow is reversed, and mixes with a vortexing stream of oxygen gas. The concept thus combines the reverse flow principle of fuel injection with vortex oxidizer gas injection, forming large chamber mixing vortices and an exposed cooling zone along the chamber wall (Fig. 1). Experiments with this type of combustor have been conducted since 1958, initially at the Air University, Institute of Technology, Wright-Patterson Air Force Base 1 and later at Bell Aerospace Textron. Still later, initial interest in hydrogen and oxygen for the Space Shuttle spurred a number of developments with the most refinement of the technology displayed at the 1500-lbf thrust level. 2,3,4,5 The 15 (6672 N) thruster demonstrated the technology for a qualifiable chamber prior to NASA's decision to eliminate GO_2 and GH_2 as Shuttle reaction control propellants. In the absence of identifiable requirements, interest in both gaseous propellant injection and the reverse flow concept lay dormant for more than a decade until recently revived for the Space Station and related applications.

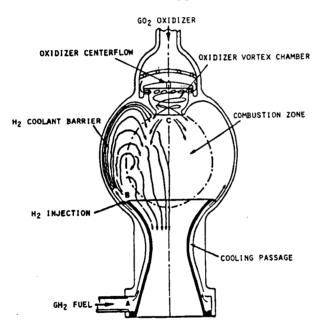


Figure 1. Reverse Flow Thruster

The most recent reverse flow application is for auxiliary propulsion for the Space Station. Because of the interest in both the application and the technology, NASA Lewis Research Center sponsored Bell Aerospace Textron to evaluate the concept at a 50-lb_f (222 N) thrust level, assuming that $500,000~\text{lb}_f$ -sec (2,224,000 N-seconds) of total impulse would be a viable demonstration of technology maturity and with an additional objective of future demonstrations to two million lb_f -sec (8.896 million N-seconds) of impulse. The technology developed for the 1500-lb_f (6672 N) thrust engine was, to the extent possible, to be translated directly to the smaller size thruster with the objective of program risk reduction to minimize the time and cost of the demonstration.

Initial test results with the program thruster indicated the earlier 1500-lb_f (6672 N) thruster technology was not completely applicable to the 50-lb_f (222 N) level. As a consequence, a number of methodical configuration iterations were required before satisfactory operation was achieved. The satisfactory r=4 design operated faultlessly for

a thousand-second demonstration before a change in program priorities imposed a change in mixture ratio from 4 to 8. This new requirement necessitated another hardware iteration with a new chamber/oxidizer injector combination evaluated. This new thruster subsequently demonstrated over 200,000 lb_f-sec (889,600 N-sec) of successful operation at that higher mixture ratio.

The 50-lb_f Thruster Design

The reverse flow thruster designed for this application is shown in Fig. 2. A heavyweight, boltup configuration was chosen to facilitate hardware testing and modification. The basic components of this thruster are the spherical chamber (combustor), the vortex oxidizer swirl cup, the nozzle (including the regen-cooled throat and the fuel inlet) and the nozzle extension. Other components include the spark plug igniters (the exciter and lead are not shown) with auxiliary oxidizer cooling and the propellant valves. Photographs of the test hardware in Fig. 3 show both the components and the chamber assembly. The drawing list for the thruster is included as Table 1.

The fuel inlet and nozzle design is shown in Fig. 4. The propellant enters the nozzle at midsection and is routed aft to enter both the divergent nozzle film coolant

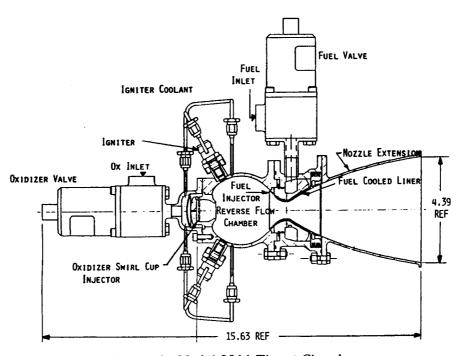
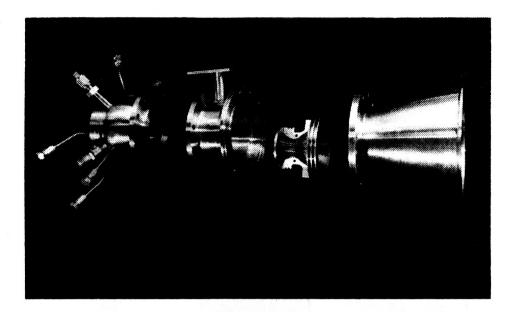


Figure 2. Model 8911 Thrust Chamber

manifold and the nozzle regeneratively-cooled passages. H₂ flows through these cooling passages and out the fuel injection orifices, as indicated in Fig. 4 and Fig. 5. The fuel then passes openly along the spherical chamber wall until turned into the oxidizer stream at the head of the chamber.

The oxidizer flows into the chamber from the valve to the inlet of the vortex cup, through a distribution baffle, and then enters the vortex cup through the swirl orifices and the centerflow orifice. A small amount of oxidizer is drawn from the vortex cup inlet as a spark plug coolant and auxiliary ignition propellant (1/2 percent each igniter).

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(Exploded View)



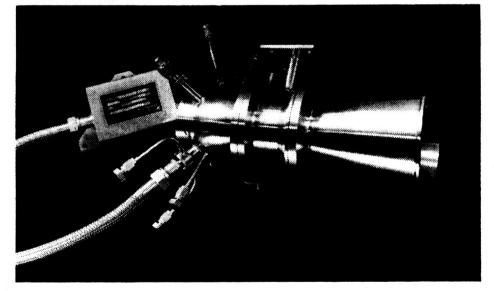


Figure 3. Model 8911 Thruster

The construction materials used for this thruster reflect the objective of incorporating low-cost readily-available materials throughout. The 50-lb_f (222N) thruster has a Type 304 stainless steel combustion chamber, oxidizer injector and nozzle holder. The throat section (nozzle liner) is fabricated from Amzirc copper and the nozzle shroud (coolant passage closeout) is a wrap-around two-piece Type 6061 aluminum part. The thruster nozzle extension was fabricated from Hastelloy X.

All of the initial testing was conducted with the chamber materials described, although a Hastelloy X chamber was tested when the program objective mixture ratio was changed to 8. The rest of the thruster used the same materials; in fact, the tests used the same nozzle throughout. The difference in the design at r=8 was to increase oxidizer flow, chamber pressure and thrust to allow the same fuel flow in the nozzle for cooling purposes. The turn-around time available to conduct the mixture ratio 8 testing precluded the fabrication of new long lead time nozzle hardware.

Table 1. Drawing List

Engine Assembly 50 Lbf - O ₂ /H ₂
Nozzle Extension
Coolant/Augmentation Tube Assemblies
Fuel Manifold Assembly
Split Shroud
Nozzle Liner Assembly
Oxidizer Injector Subassembly
Oxidizer Inlet Subassembly
Chamber Subassembly
Chamber Assembly
Igniter Boss Assembly
Wright Components Inc.
Igniter
Simmonds Exciter

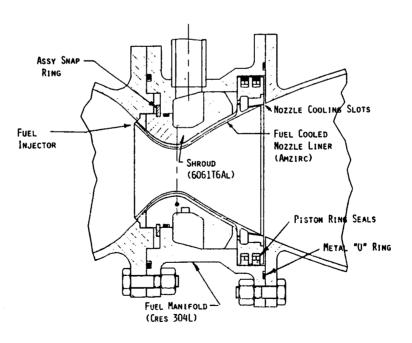


Figure 4. Model 8911 Regeneratively Cooled Nozzle

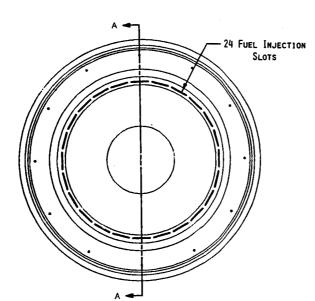


Figure 5. Model 8911 Fuel Injector

The chamber design parameters are listed in Table 2. These parameters are for the mixture ratio 4 design, although the chamber remained the same for later tests conducted at r=8. The chamber pressure and thrust increased to values of approximately 102 psia (70.3 N/cm²) and 77 lb_f (343 N), respectively, with the increase in oxidizer flow.

Table 2. 50-lb_f Thrust Design Parameters

Thrust	50 lb _f (222 N)
$P_{\mathbf{c}}$	75 psia (52 N/cm ²)
ε	40:1
Divergent Nozzle Coolant	6% of the fuel
Oxidizer Coolant	
For Spark Plugs	1/2% each
% Bell (Nozzle)	80%
Chamber L*	30 in.
Ignition Frequency	60 sparks/sec at 70 millijoules
Type Ignition	Capacitive discharge
Spark Plug	Champion FHE 297-1
Valve	Wright PN 12350

A further groundrule was to utilize, to the greatest extent possible, the technology developed for the 1500-lb_f (6672 N) chamber (the last fully developed reverse-flow GO_2/GH_2 thruster). A review of this prior program data indicated that a $1600^{\circ}F$ ($1144^{\circ}K$) wall temperature in the chamber could be maintained, assuming no reverse scale factor was encountered and that a fuel injection velocity of Mach 0.5 was incorporated. As many of the 1500-lb_f (6672 N) engine features as possible were retained to create a mini-50-lb_f version of that engine. The 1500-lb_f (6672 N) engine features

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were used primarily to minimize the risk in obtaining a reasonable performance (better than 400 lb_f-sec/lbm (3923 N-sec/Kg) $I_{\rm sp}$). This criterion proved accurate in obtaining a very high original performance; however, the resultant heat rejection was not quite as predictable and a very overheated chamber wall was initially encountered. As a result, appreciable effort was expended in engineering the thruster to obtain the wall temperatures originally desired. The wall temperatures were eventually reduced to acceptable values and the chamber successfully operated for extended durations. The efforts to accomplish this objective are described in the test results portion of this report.

Fabrication

One of the benefits of the reverse flow combustor concept is the simple construction techniques used in its fabrication. The uncooled stainless steel chamber, and related parts, which were the baseline for this program, introduced the temperature limitations related to this material. The combustion chamber, oxidizer vortex cup and inlet, and various add-ons such as the spark plug attachments, chamber pressure ports and coolant lines were all fabricated from type 304L stainless steel as was the nozzle manifold assembly.

The most complex portion of this design was the nozzle liner assembly where all the coolant passages were EDM'd. The design feature of holding the nozzle near the fuel injection orifices necessitates a holding flange at this location. This holding flange allowed longitudinal thermal expansion of the liner as with the sliding nozzle seal. The complexity existed in the EDM fuel injection slots which required a compound slot profile to transition from the coolant passage end at the chamber periphery. These injection slots were neatly fabricated by rotating the EDM electrode from the flat fuel injection orifices. This copper nozzle is shown in Figure 6, along with the surrounding aluminum closeout. The coolant passages can be seen along the nozzle axis while the fuel injection orifices are at the top of the unit. This construction technique was selected for this technology demonstration to facilitate both design and fabrication. A flight unit would be modified to include an electrodeposited closeout for the coolant passages, in turn

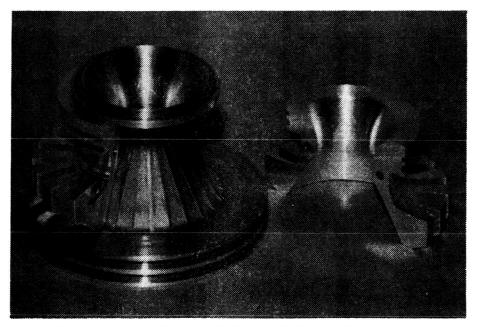


Figure 6. Nozzle Liner with Clamshell Nozzle Shroud

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allowing a much less complex configuration of the fuel injection orifices. The time and funding constraints of the present program did not permit such sophisticated fabrication methods.

The final thruster component was the Hastelloy X nozzle extension attached at an area ratio of 10. Hastelloy was selected for the extension so that the possibility of eliminating the nozzle dump coolant could be explored. Due to the press of other objectives, this possibility was not investigated during the present program.

The mixture ratio 8 hardware was similar to the original hardware listed above with the only fabrication change being a Hastelloy X chamber incorporated to allow slightly higher chamber temperatures at the higher mixture ratio. The chamber was fabricated on a normal contour lathe and welding the stainless steel 304L chamber accessories presented no problems. This assembly, ready to be mounted in the test cell, is shown in Figure 7.

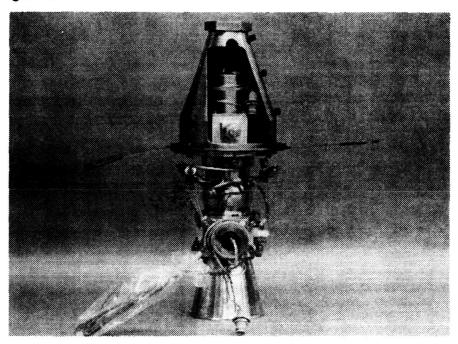


Figure 7. Model 8911 Thrust Chamber Test Assembly

Thermal Analysis

The challenge facing the thermal designer is analyzing the large vortex which produces the combustion and the outer fuel "film" which protects the wall from this highly turbulent zone. The heat transfer in this region is extremely difficult to model and even more difficult to measure adequately when attempting to verify any model developed. As a consequence, an "experience factor" was used along with the basic assumption that the 50-lb_f (222 N) thruster would operate at the same wall temperatures as the 1500-lb_f (6672 N) thruster and that the existing chamber model could be "adjusted" with geometric corrections. This assumption proved to be inaccurate during the initial testing of the 50-lb_f (222 N) thruster and led to the immediate recognition that the "scale" factor was probably tied directly to the hydrogen film thickness and that a more complete model was needed if this combustor was to be described analytically. Development of such a model was considered to be beyond the resources of the present

program, so a test program of methodical oxidizer injection variations was conducted to achieve chamber operation in the desired temperature range. The technique was to adjust the oxidizer centerflow to allow a decreased vortex combustion mixture ratio* and consequent lower combustion temperature. In effect, a third zone was introduced where the three zones are: (1) outer H₂ reverse flow film, (2) the vortex combustion area consisting of the fuel and the oxidizer vortex flow, and (3) a central zone of oxidizer-rich injection. This general combustor model was then used to evaluate the various changes made, including the rather extreme case of operation at r=8.

The rest of the thrust chamber yielded to analysis by more conventional heat transfer models. The regeneratively cooled nozzle was examined by methods attributed to Eckert and Drake ⁶ resulting in the wall temperature prediction shown in Figure 8. A thermocouple was inserted in the test hardware at approximately the maximum temperature location and nozzle metal temperature recorded at that station.

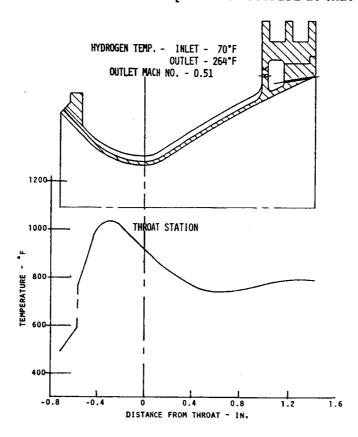


Figure 8. Regenerative-Cooled Amzirc Liner Inner Surface Temperature

The nozzle extension was also examined with operating conditions similar to the 1500-lb_f (6672 N) engine. This extension used a small amount of fuel dump cooling to reduce the temperature at the aft flange seal area and on the extension itself. The results are presented parametrically in Figure 9. As a result of this analysis, a design which incorporated 6% of the fuel as nozzle cooling was selected to keep the expected nozzle extension temperature to less than 2000°F (1367 °K).

^{*}The mixture ratio results from the oxidizer vortex flow and the ${
m H_2}$ film.

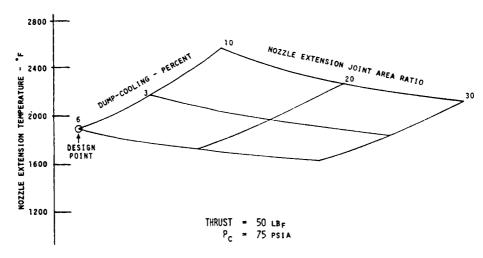


Figure 9. Dump-Cooled Nozzle Extension Maximum Temperature

Performance

Performance for this thrust chamber was estimated via the Standard JANNAF One Dimensional Equilibrium Methods, assuming that the combustion efficiency would be approximately 96%. The resultant parameters are as shown in Table 3. No attempt was made to predict the effects of propellant interactions in the mixing region other than to assume the 96% combustion efficiency. This assumption proved to be a good one in subsequent testing, as the initial test configuration exceeded the predicted I_{sp} number by approximately 1%.

Table 3 - BAT Model 8911 Performance Prediction

ENGINE PARAMETERS

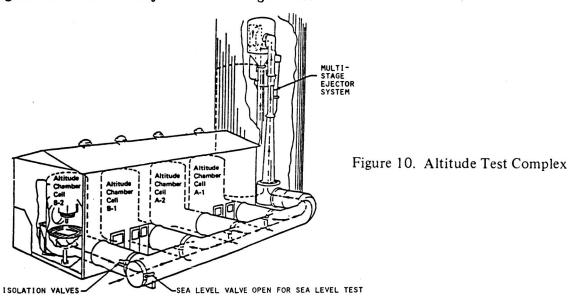
Thrust	50 lb _f	(222 N)
Chamber Pressure	75 psia	(52 N/cm ²)
Nozzle Area Ratio	40:1	
LOSSES		
Divergence Loss	1.2%	
Kinetic Loss	1.2%	
Boundary Layer Loss		
(Drag + Displacement)	2.9%	
Dump-Coolant Loss	0.6%	
Energy Release Loss	4.0%	
	9.9%	
Theoretical I _{sp} ,lb _f -sec/lbm	473.3	(4643 N-sec/Kg)
Expected I _{sp} , lb _f -sec/lbm	426.8	(4187 N-sec/Kg)

Test Objectives

The primary objective of the original test program was to accumulate 500,000 lb_f-sec (2,224,000 N-seconds) impulse at a mixture ratio of 4. High performance was specifically not a contractual objective; however, 400 lb_f -sec/lbm (3923 N-sec/Kg) I_{SP} was defined as a goal. The design objective was to understand and define a method of managing wall temperatures to produce an indefinite chamber life using standard construction materials. As the program progressed, the major emphasis was placed on achieving the limited wall temperatures required for long life. Thruster operation with stable wall temperatures was eventually demonstrated in a 1000-second duration firing with the hardware in excellent condition post-test. Schedule and funding constraints precluded further operation with this r=4 configuration. The program was then modified to demonstrate $200,000 \text{ lb}_f$ -seconds (889,600 N-seconds) at a mixture ratio of 8. This was accomplished during a one and a half-month effort, which included design, fabrication, and testing of the modified thruster.

Test Cell and Operation

All fire-testing of the Space Station Auxiliary Thruster was conducted in the Bell altitude facility A-2. The test cell used has a nominal altitude capability of 120,000 feet (36576 M) with a duration capability far in excess of 1000 seconds. The Bell altitude facility is operated by a dedicated steam generation system tied in with our factory power plant, providing low-cost operations of almost unlimited duration. The general arrangement of the facility is shown in Figure 10.



Operation of any test cell is accomplished by directing steam into one of the three ejectors, each having its own capacity limit. The test cell closure valve is opened to the ejector exhaust system, drawing the cell down to the requisite altitude.

Operation of the thruster is accomplished by a timer panel. The start and shutdown sequence of events to the igniter and valve systems are preplanned and operate in an automatic sequence. For these tests, the fuel valve was sequenced to open one millisecond ahead of the oxidizer valve, although no confirmation measurements were attempted to ascertain the propellant chamber entry sequence.

Ignition was accomplished with the use of an exciter, having an approximate frequency of 50 sparks per second, operating a spark plug installed in the combustor wall. Examination of the start traces showed positive and immediate starts with the first spark after positive oxidizer pressure was identified.

Instrumentation

Normal performance measurement parameters, including thrust, chamber pressure and propellant flow rates, were measured for all tests. Flow rates were measured using temperatures and sonic orifices. Cell instrumentation includes an in-line load cell thrust measuring arrangement where the thrust chamber is mounted vertically and fired in a downward direction. Three stabilizing webs were used on the chamber mount so that thrust alignment was maintained.

Temperatures were measured with thermocouples placed at various positions on the chamber. Since there has been very little precedent for failure criteria for this type of thrust chamber, thermocouples were placed at various positions on the chamber to establish criteria for the formulation of a more complete heat monitoring arrangement. Thermocouples were placed on the nozzle extension, at the nozzle flange, on one of the lands in the copper nozzle liner, in a coolant passage and on the combustion chamber at a variety of positions. The initial test results showed that the high temperatures were at the midpoint of the spherical chamber. To monitor subsequent results or design changes, four thermocouples were continuously monitored at the chamber midpoint. These chamber temperatures were used to determine the magnitude of temperature changes as well as circumferential temperature distribution.

Test Limitations

Initial testing indicated that almost any sequence of tests could be readily accomplished within the test cell, until long durations were attempted. The initial long duration tests showed that the ejector system was not adequate for complete purging of exhaust gases, and recirculation back into the cell resulted. This recirculation resulted in some overheating which eventually affected instrumentation. After the initial 1000-second test, a supplementary exhaust duct with a duration limit of 300 seconds was installed and used for all subsequent long duration tests. Even with this modification, testing of the mixture ratio 8 hardware resulted in cumulative heating in the duct when rapid repeats of long duration tests were made. This heating did not appear to affect the thruster operation in any way but it did result in some questionable test measurements.

These questionable test measurements were mostly due to loss of signal in the test cell when connectors and transmission wiring was effected by the heating. As an example, much of the data from Test A2-4359 was lost when the wiring was effected by the heating. This was also true of the later tests during the 10 run duration series on the mixture ratio=8 hardware.

Test Results and Discussion

The results of the initial testing were quite satisfying in that the performance met or exceeded the values originally predicted. This achievement was particularly satisfying due to the concern that the design might not be correct when reducing the features of the 1500-lb_f (6672 N) thruster.

While measured performance was as predicted, chamber heating was substantially higher than anticipated and high enough to compromise operation with the "uncooled" Cres hardware. The 1500-lb_f (6672 N) chamber had produced a maximum wall temperature of approximately 1600°F (1144°K) and that value was used as a basis for the 50-lb_f (222 N) thrust design. Initial test results indicated an equilibrium temperature of 1995°F (1364°K) was more probable and approximately 2400°F (1589°K) was anticipated, operating at a mixture ratio of 5. The initial test results compared to predicted are as shown in Table 4.

Table 4. Initial Thruster Test Results

	Program Requirement	r=4 Predicted	Test Results	r=5 Expected
F, lbs	50 (222 N)	50 (222 N)	48.65 (216 N)	-
P _c , psia	75 (52 N/cm ²)	75 (52 N/cm ²)	70.8 (49 N/cm ²)	-
I _{sp} , lb _f -sec/lbm	400 (3923 N- sec/Kg)	426.8 (4187 N- sec/Kg)		-
Metal Regen. Temp. Max, °	F -	1030 (828°K)	1018 (821°K)	-
Chamber Temp., °F	-	-	1584* (1136°K)	-
Predicted Chamber Temp. a . Stabilization, °F	t -	1600 (1144°K)	1995 (1364°K)	2400** (1589°K)

- * Not tested to thermal stabilization
- ** Estimated on basis of r=4 test.

One obvious result of the initial testing was the need to reduce the chamber wall temperature without losing any more performance than necessary. The method selected was to modify the orifices in the swirl cup and the centerflow in the oxidizer cup. Changing the swirl cup orifices changes the oxidizer swirl emission angle from the oxidizer cup according to the relation:

$$\alpha = f\left(\frac{D_1D_2}{A_s}\right) = f(K)$$

where α is the cone angle, (D_1) the swirl/cup diameter, (D_2) the swirl cup exit diameter and A_s the tangential flow injection area (Figure 11). It was assumed that a decrease in cone angle would decrease the degree of interaction between the vortex and fuel film, hence increasing its integrity on the wall. Since α decreases as the value of A_s increases, the first modification to the oxidizer vortex cup was to increase the number of vortex orifices. On this first modification (Figure 11, Interim Ox Cup), no change was made to the centerflow orifice.

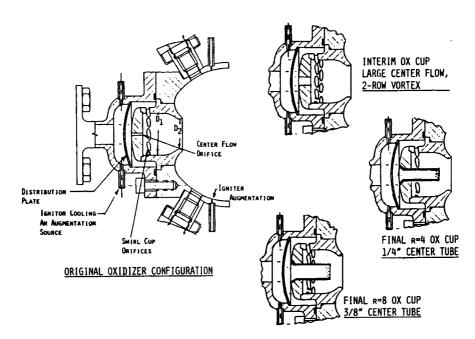


Figure 11. Model 8911 Oxidizer Vortex Cup Configurations

The improvement in wall temperature from this first modification was modest at best with only a few degrees improvement in wall temperature. Further changes in A_s were considered inappropriate as the pressure drop in the oxidizer cup would become too low for any stabilization of flow. As a consequence, the next variable investigated was the centerflow.

Three increases in size to the centerflow orifice were made with significant results. The first change was to increase the centerflow to 10% of the oxidizer with a resultant performance and wall temperature decrease. This success led to two more immediate modifications, including a 25% centerflow and further to a 33% centerflow. The 25% centerflow showed a significant improvement but the 33% centerflow change did not result in the continued temperature trend (Table 5).

Table 5. Test Results: Oxidizer Cup Configuration Modifications

Config-	Center-	No. of Vortex	Center	I lb _e -see	c/	Temp		Time to Temp.
uration	Flow	Orifices		<u>lbm</u>	Kg	°F	°K	Sec
1	3.46%	10	None	430.3	(4221)	1584	(1136)	10
2	2.53	20	None	433.8	(4256)	1648	(1171)	11
3	10.3	20	None	436.9	(4286)	1629	(1161)	12
4	25.1	20	None	417.3	(4094)	1667	(1182)	30
5	33.0	20	None	413.1	(4053)	1648	(1171)	30
6	43.9	10	None	410.2	(4024)	1661	(1178)	30
7	41.4	10	1/4" tube	398.3	(3907)	1491	(1084)	30
8	41.4	10	1/4" tube	397.9	(3903)	1572.3	(1129)	30
9	41.4	10	1/4" tube	399.5	(3919)	1588	(1138)	1000-sec. run
10	47.4	20	3/8" tube	376.3	(3692)	1277	(965)	Stabilization

The temperature results of the 33% centerflow tests showed that the temperature control effects of increasing the centerflow were limited and ineffective over 25%. Apparently, the temperature control was negated by the increased interactions between the oxidizer vortex and centerflow. The oxidizer from the centerflow orifice may have been expanding into the vortex at the minimum section (D_2) , thus reducing the separation of the two flow regions.

To provide the required greater oxidizer centerflow without interactions with the vortex flow, a 1/4-inch (.64 cm) tube with a 0.020-inch (.05 cm) wall was installed to contain and direct the centerflow. The first tube evaluated was 0.8 inch (2 cm) long and extended to the minimum section of the oxidizer vortex cup. This modification was tested and the results were significant in that performance and temperatures were close to anticipated values and the temperature "distribution" of the wall was improved. This tube burned back approximately 0.13 inch (.33 cm) during the tests, indicating a hot gas circulation in the region and that the tube length could not be maintained. Two additional tube lengths were investigated, both shorter; the first with no end orifices, and the second a 0.6-inch (1.52 cm) long tube with twenty-four 0.020-inch (.05 cm) diameter holes to protect the end from hot gas-induced deterioration. This second tube version was so successful that it was selected as the configuration which was installed and operated for 1000 seconds continuously (Figure 11, Final r=4 Ox Cup). The performance (I_{sp}) related to the changes made in the oxidizer cup is shown graphically in Figure 12. Also included in this chart is the data taken using the mixture ratio 8 hardware when tested at r=4 (Figure 11, Final r=8 Ox Cup).

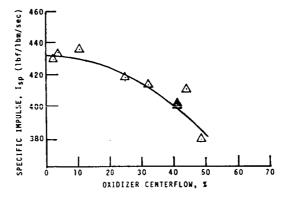


Figure 12. Specific Impulse versus Oxidizer Centerflow %

The final version of the mixture ratio 4 test hardware is shown firing in the test cell in Figure 13. The data from this final test configuration was recorded as follows (Table 6):

Table 6. Test Operating Data for r=4 Thruster

F	51.48 lb _f (229 N)
P	74.9 psia (51.6 N/cm ²)
I	397.2 lbf-sec/lbm (3896 N-sec/Kg)
Metal Regen. Temp., Max.	885°F (747°K)
Chamber Temp.	1581°F (1134°K)

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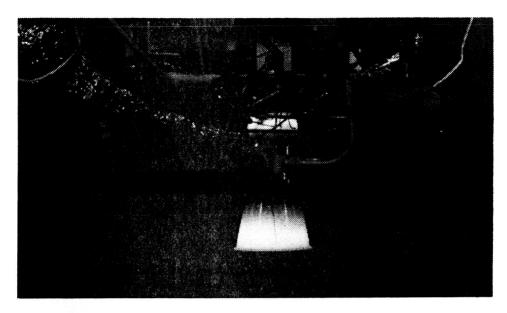


Figure 13. Model 8911 Thruster Firing in Test Cell A-2

At approximately the time of the r=4, 1000 second demonstration, program priorities changed to indicate a demonstration at r=8 to be more important than continued duration testing of the r=4 hardware. As a consequence, the experimental program was redirected to the demonstration of a thruster at a mixture ratio of 8. New hardware was fabricated: the oxidizer cup, cap and new chamber. The original nozzle was retained with the ground rule that the fuel flow would remain constant to cool the regen. nozzle. The proper mixture ratio was obtained by increasing the oxidizer flow (and total weight flow).

The oxidizer cup dimensions for the two mixture ratio designs are given in Table 7.

Table 7. Oxidizer Cup Parameters

	<u>r=4</u>	<u>r=8</u>
Rated Flow O ₂	0.0984 lbm/sec (.0446 Kg/sec)	0.1968 lbm/sec (.0893 Kg/sec)
Vortex Orifice	10 x 0.085 in. dia. (.216 cm)	20 x 0.085 in. dia. (.216 cm)
Centerflow Orifice	0.21 in. dia. (.533 em)	0.335 in. dia. (.851 cm)
D_1	0.9 in. dia. (2.286 cm)	1.1 in. dia. (2.794 cm)
D_2	0.6375 in. dia. (1.619 cm)	0.608 in. dia. (1.544 cm)

Testing of the mixture ratio 8 hardware was conducted within an extremely short time span with the entire program priority devoted to the demonstration of 200,000 lb_f-sec (889,600 N-sec) impulse at a mixture ratio of 8. This objective was accomplished in several days of testing with the hardware remaining intact through the repetitive 300-second tests.

A problem did exist in achieving the mixture ratio 8 data. When initially assembled, the new Hastelloy chamber was slightly undersize and distorted some of the fuel injection orifices in the copper nozzle. This discrepancy was not discovered until after the initial mixture ratio 8 test series when the hardware was removed for examination. The copper nozzle was reworked in a manner to repair the fuel orifice and also allow clearance for the chamber installation.

In all, ten 300-second tests were conducted with several shorter tests for preliminary evaluation. The performance in these tests remained virtually constant as indicated in Table 8. The data presented is considered the most representative for the hardware. Performance at 29.4 seconds is considered the most accurate for performance uneffected by the test cell. The 300-second temperature is considered representative although very little hardware temperature change was noted after thermal stabilization in the 15 to 30 second time period.

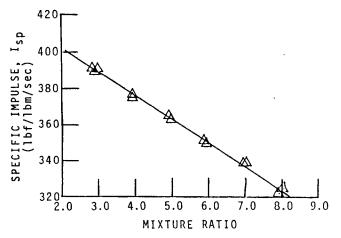
Table 8. Test Data Operating at r=8 (Data at 29.4 sec)

Run	Mixture	F		Isp (lb _f -	(N-	Wall 7 at 300 T.C.) Sec. #11	Test Duration
No.	Ratio	<u>(lbf)</u>	<u>(N)</u>	sec/lbm)	sec/Kg)	°F	<u> </u>	Sec
4368	7.924	76.58	340.6	346.0	3394	1397	1032	300
69	7.920	75.24	334.7	340.1	3336	1498	1088	300
70	7.912	76.93	342.2	347.7	3411	1499	1088	300
71	8.024	76.87	341.9	339.7	3332	1499	1088	300
72	8.074	78.91	351.0	346.5	3399	1458	1066	300
73	7.972	76.81	341.6	340.3	3338	1481	1078	300
74	7.940	76.26	339.2	340.2	3337	1472	1073	300
75	7.971	78.14	347.6	345.3	3387	1500	1088	300
76	7.957	76.87	341.9	342.2	3357	1496	1087	300
77	8.034	78.15	347.6	346.7	3401	1511	1095	300

Once started, this test series was conducted without incident. In fact, operation of the thruster could almost be called casual in that it could be run, shut down or restarted at will with totally uncomplicated procedures. Compared with bi- or monopropellant storable propellant operation, testing was totally uncomplicated, with the elimination of intermediate purges, cleaning and storage difficulties.

Again, the thruster outlasted the test cell instrumentation; a new exhaust duct was installed in the test cell between the 1000-second mixture ratio 4 test and the installation of the new r=8 hardware. While the new test duct helped immensely, some blowback still existed and heating in the cell occurred. This test cell heating had no discernible effect on the operation of the hardware but the resulting test data appeared to be affected by the ambient temperature rise during the rapid fire test sequence. It would appear that a more leisurely test schedule would provide less data variation, although recalibration of applicable parameters did not prove conclusive in providing suitable data corrections corresponding to temperature changes.

After completion of the long duration testing, a second series of tests was made to operate over the projected possible operating range of r=3 to r=8. The results of this testing are shown in Fig. 14 and Fig. 15.



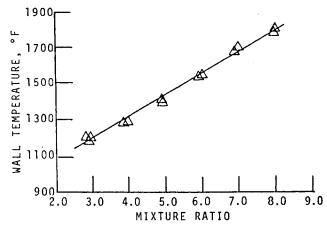


Figure 14. Specific Impulse versus Mixture Ratio

Figure 15. Wall Temperature versus Mixture Ratio

In essence, this data graphically illustrates the problem in design for the high mixture ratios where a loss of approximately 50 lb_f-sec/lbm (491 N-sec/Kg) $I_{\rm SD}$ is accompanied by a 500°F (533°K) increase in wall temperature going from a mixture ratio of 4 to a mixture ratio of 8. On the other hand, an extreme range of capability is illustrated for the Bell thruster in operating over this entire range.

Thruster Ignition

The ignition system used for this thruster was a copy of the system previously developed at Bell for the 1500 lb_f (6672 N) engine on NASA Contract NAS 3-14353. This prior effort indicated the desirability of a capacitive discharge system in producing a consistent higher energy spark at the spark plug. It was also desired to have a relatively higher spark rate of 200-240 sparks/second to minimize the time between valve open and ignition. Unfortunately, most capacitive discharge exciters have a rate substantially less than this desired rate which is more than sufficient to produce sparks at a rate for starting aircraft engines. The increased rate would also be sufficient to start this engine, but not to make rapid and repeated pulses. It was also found that the experimental exciter used on the 1500 lb_f (6672 N) development was unavailable and the records that produced the limit had been misplaced.

A reasonable exciter compromise for the program resulted from a modified Simmonds jet engine exciter which could produce as many as 50 sparks/second. The exciter was modified to produce the higher pulse rate by reducing the stored energy of the production exciter; thus increasing the rate. The exciter parameters were as shown in Table 9.

The dual spark producing systems were used in all testing. Each system consisted of a Simmonds 45582 Exciter, a shielded lead to the spark plug and Champion FHE 297-1 spark plug. Each ignition system was operated from a 28 volt power supply and no attempt was made to synchronize or phase the spark pulse.

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Table 9. Model 8911 Ignition System Exciter Simmonds Model 45582 Exciter

Exciter Parameters

Input Voltage Spark Rate

Stored Energy Output Energy Duty Cycle Operating Temperature 14 - 30 VDC 15/Sec @ 14 VDC 50/Sec @ 30 VDC 250 Millijoules 70 Millijoules Continuous -67° to 250°F

The result of this ignition system was the production of approximately 80 sparks/second in the thruster, although because of the lack of synchronization, the sparks may not be evenly spaced. Two examples of the spark output can be seen in Figures 16 and 17. The spark occurrence is shown as the peak on the trace "spark current (I)." The randomly different occurrence time for the two ignition systems can be seen as the closely spaced sparks of Run 4323 (Figure 16) and nearly even spacing of Run 4325 (Figure 17).

The start, for each test, occurred as the oxidizer entered the chamber. Data was examined for rapidity of starts and occurrence. The start was found to be problem-free. Starts in each case appeared at the first spark after the oxidizer was known to enter the chamber. From the data examined, the time for the valve open-to-oxidizer chamber pressure occurrence was approximately 4 milliseconds. From this start examination logic, it was also deduced that a 4 millisecond start would be expected if a 200 sparks per second exciter were used with the thruster valve system of the current design.

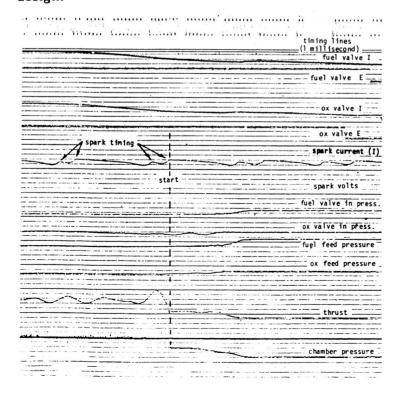


Figure 16. Start - Test No. A2-4323

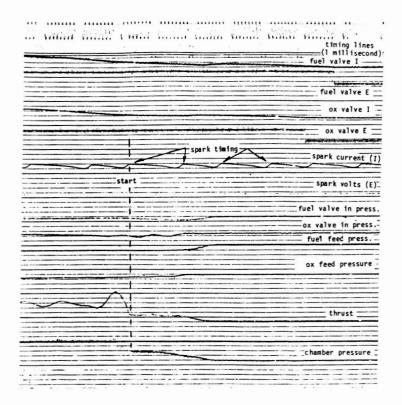


Figure 17. Start - Test No. A2-4325

Other timing values, such as a spark delay of 20 to 30 ms, did not appear to have a significant effect on the chamber start.

Another start parameter examined was the chamber pressure at which ignition occurred in the chamber. Interestingly, the chamber pressure on start was in the 32 to 34 psia range. This pressure is substantially higher than expected, although no initial assessment of this parameter was made for the program. The significance of this higher pressure is that a much reduced spark energy could be used for ignition. Previous references, Pratt & Whitney, PWAFR-303 "RL10 Torch Ignition System" and E.L. Richfield "Spark Ignition" AFAL-TR-68-290, Bureau of Mines, would indicate spark energy requirements for ignition substantially below those for the capacitor used on this program. This in turn would imply that the capacitor could be modified to increase the spark rate without violating the spark plug spark energy requirement.

Conclusions

This experimental evaluation program has identified reverse flow thruster configurations which will operate for extended firing times using $\rm GO_2$ and $\rm GH_2$ as propellants. The 1000-second test using mixture ratio r=4 hardware and the 250,000 lb_f-second (1,112,800 N-seconds) impulse operation of the mixture ratio r=8 hardware have shown that the thruster concept is capable of extended operation and can operate with simple controls.

The program also was successful in identifying a mechanism for control of wall temperatures, contributing a positive design parameter when performance and wall temperature edjustments may be required. The capability of controlling wall temperatures by varying the central oxidizer core flow was demonstrated with reductions in temperatures from above 2000°F to 1300°F (1367 to 978°K) through systematic increments of oxidizer flow increase to the central core. This capability to adjust the wall temperature led to the consideration of a combustion model which could be likened to the zonal regions of combustion in more conventional film or barrier cooled designs. Such a model was considered, but its development was deemed to be beyond the resources of this program.

The final test results also demonstrated the thruster's capability to operate over an extremely wide range of mixture ratio in almost a linear fashion. This is a measure of the thruster's capability to operate at the highest mixture ratio desired and then accommodate downward adjustments. Cooling and performance are both improved as the mixture ratio becomes more fuel-rich.

The success of the simple ignition system used was also a positive factor. This igniter system appears to be more than adequate for Space Station Auxiliary propulsion, where rapid pulsing is not a requirement.

Finally, this design can be made completely from "non-strategic" materials. The capability to operate with an uncooled stainless steel combustor was verified and, even when a Hastelloy X chamber was substituted, the combustion wall temperatures achieved would allow non-strategic material to be used for all components.

References

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Appendix A

Test Data

A. Performance Data

All tests were performed in Test Cell A-2 at a simulated altitude of approximately 100,000 ft. (30480 M). The thruster was mounted vertically downward in the test cell and the exhaust from the thruster was directed into a steam ejector. Performance measurements were recorded on FM tape with data points processed at requested intervals. The primary performance measurements of thrust, chamber pressure and flows were recorded using a transducer incorporated in-line load cell, a Taber Model 2210 transducer, and with pre-calibrated cavitating venturies for the respective measurements.

The accompanying data sheets are a summation of all data taken through the program. The performance data summaries have been compiled to include the performance as recorded.

The data sheets are mostly self-explanatory except for several 0.0 values that are consistently recorded as the result of unedited values from a previous printout form. Appropriate temperature data for each run is also included. Chromel-Alumel thermocouples were used for all the temperature values.

It may be noted that some data was lost, particularly during long duration firings. The lost data is the result of overheating in the test cell which in most cases effected the data transmission lines and connectors. The data parameter and the obviously erroneously recorded values are included as recorded.

B. Hardware Configurations

Due to the investigative nature of this program, many modifications of the hardware were incorporated. The following chart (Figure A-1) indicates the configurations tested with the test numbers for each configuration.

C. Thermocouple Installation

The location of the wall temperature recording thermocouples installed on the test hardware is shown in Figure A-2. The thermocouple numbers shown correspond to the numbers on the test data sheets. The only change in the thermocouple arrangement was made when the nozzle exit thermocouples were moved to a mid-chamber location after test A2-4346. These thermocouples were then designated as Nos. 20A and 21A. The "A" indicating the chamber mid-location position. The two internal thermocouples installed were to measure a nozzle coolant land temperature (NLT) and the H₂ gas, fuel coolant temperature (FCT) at the exit of the regenerative portion of the cooled nozzle. This installation was made by inserting .014 inch coaxial thermocouples through the fuel manifold and cementing the thermocouples in place. This arrangement appeared to operate quite well during the testing of the mixture ratio = 4 testing, however, data from the r=8 testing does not appear valid at all. It is assumed that both thermocouples were damaged in some manner during the removal rework and reinstallation of the nozzle for the r=8 testing.

Figure A-1 8911 Hardware Configuration

R=4 Test Hardware

		Center	No. Voi Orific		
		Flow	.085"	.065"	
•	A-2	Dia.	.216 cm	.265 cm	1
Config.	Test No.	In. (em)	Dia.	Dia.	Remarks
1	4322-4328	.050 (.127)	10	0	Uncooled P _c
	4329-4332	.050 (.127)	10	0	Cooled P
2	4333-4336	.050 (.127)	10	10	G
3	4337-4338	.1015 (.258)	10	10	
4	4339-4343	.182 (.462)	10	10	
5	4344-4346	.221 (.561)	10	10	
	4347	.221 (.561)	10	10	Add thermocouples 20A & 21A, Ox Valve Rotated 90°
	4348	.221 (.561)	10	10	
	4349	.221 (.561)	10	10	Ox Valve & Ox Inlet Rotated 180°
6	4350	.221 (.561)	10	0	Inlets per Original
	4351-4352	.221 (.561)	10	10	Fuel Inlet Rotated 180°
7	4353-4355	1/4" Tube (.635 cm) .8" Long (2.03 cm)	10	0	Inlets per Original Tube Eroded .130"
8	4356	1/4" Tube (.635 cm) .55" Long (1.40 cm)	10	0	Tube End Appeared Hot
9	4357-4359	1/4" Tube (.635 cm)	10	0	16020" Dia. Tube
		.6" Long (1.52 cm)	10	0	Coolant Holes
		R=8 Tes	t Hardware	<u>e</u>	
1	4360-4366	3/8" Tube (.953 cm) .6" Long (1.52 cm)	10	10*	Fuel Injection Orifices Damaged on Installation 24020" Dia. Tube Coolant Holes
	4367-4393	11	10	10*	Fuel Injection repairs

^{*.085} Dia. Holes (all holes in R=8 hardware)

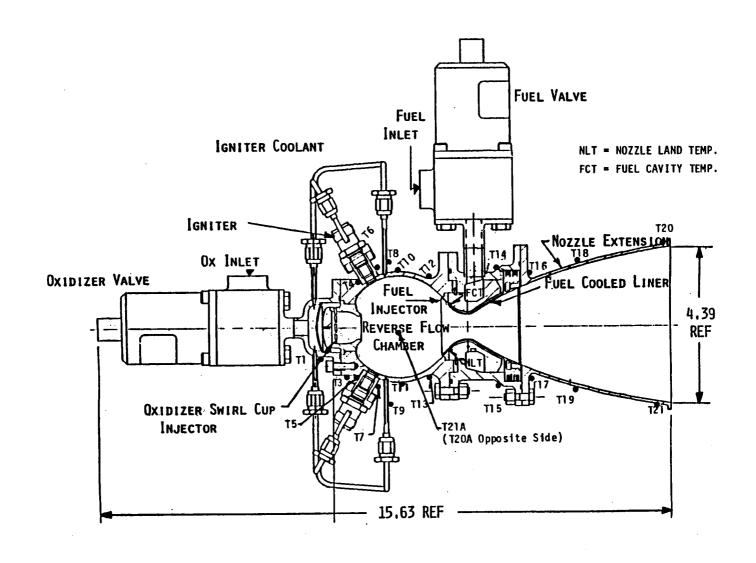


Figure A-2. Model 8911 Health Monitoring Thermocouple Locations

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		OXIO	CFT	DEG.F	99	3 3	69.	69. 69.	71	20.	2 6	72.	72.	72.	52.	73.	\$	73.		Ė	555
REF.			FFP	PSIA	187.	189.	189.	191. 192. 192.	236.	236.	238.	166.	167.	167. 167.	189.	190. 191.		129-	129.	128.	246. 248. 249.
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OF POOR QUALITY 0.084 PSIA 0.0 0.090 0.092 0.0 0.0 0.095 0.090 **۵** 960.0 0.096 0.090 0.100 0.081 70-0 0-0 LBS/SEC 000 5 000 0.0 0.0 0.0 0.0 PS 10 0.0 000 00000 PSID 000 000 000 0.0 0 0 0 0 0.0 0 000 000 000 000 000 TOTAL LMPULSE LB-SEC (09/09) 00 911-E-001 NON 57. 43. 4.4.9 50° 48° 47° 46. 40. 37. 35. 50 64 68 FFT PSIA PSIA DEG.FAHR 38.3 64. 64. 62. 63. 65. 62. 62. 59. 58. 56. 62. FFP OFT 3 192. 1. 192. 192. 192. 192. 192. 191 229. 162. 163. 163. 164. 228. 163. REF 0.0 1.863 217. 1 0.0 1.863 217. 1 0.0 1.860 217. 1 201. 0.0 1.816 185. 0.0 1.824 185. 0.0 1.828 185. 201. 201. 217. TEST OFP 0.0 1.845 218. 0.0 1.858 217. 0.0 1.832 185. 0.0 1.835 185. 0.0 1.827 185. 185. 185. 0.0 1.846 201. 0.0 1.849 201. 0.0 1.849 201. 0.0 1.842 0.0 1.841 0.0 1.832 0.0 1.819 1.822 C. F. F. 1.839 ENGINE S/N MOM IN 0.0 1N 2 N 2 000 SEC INF** CDR HARDWARE AND PROPELLAND .37830 DATA REPORT - 02/HZ 401.9 405.8 409.1 411.0 412.5 414.9 414.6 414.8 413.1 425.2 426.9 427.9 428.9 429.3 404.8 405.1 404.7 SEC 419.9 401.5 400 *B 425.1 INF*** **ISP 02/14/86 £ 85 AF (AMB) AE (AMB) 000 0.0 0000 000 0.0 000000 0.0 7247. 52.39 7256. 52.49 7250. 52.45 52.93 53.00 52.98 52.55 52.34 52.60 52.77 52.93 188 50.51 51.07 51.49 .125904 7167. 51.74 .125944 7184. 51.95 .126205 7226. 52.36 53.10 52.94 52.73 52.23 IESI 51,92 ** PRELIMINARY TEST 2 2 1 2 1 123317 7537. 5 123397 7538. 5 123705 7535. 5 6997. 7002. 7005. 7545. 7537. 7537. 7007 7127. 7526. 7521. 7019. 7102. A-2 * FT/S CELL .126360 .126554 .125968 .125941 .123094 .123215 .123317 .123397 .130765 .130830 .124364 101161. WTOT LB/SEC 125673 4346 ***R 4 T I O * * * 0.0 3.955 0.0 0.0 3.943 0.0 0.0 3.949 0.0 0.0 3.759 0.0 0.0 3.054 0.0 0.0 3.043 7.0 0.0 3.046 7.0 0.0 3.031 0.0 0.0 3.024 7.0 4.024 0.0 4.013 0.0 0.0 000 0.0 0.0 0 0.0 3.969 0.0 3.020 5.134 5.135 5.135 5.131 4.045 4.042 4.033 TEST 5.117 0.0 000 0.0 0000 0.0 515 ****00*** PSIA PERC PRESS ROUG 1 76.7 75.0 75.1 75.1 75.2 73.3 74.9 76.2 76.2 76.3 76.4 76.5 75.5 75.2 10.00 0.00 0.00 0.00 0.00 15.0 20.0 29.4 3.00 0000 DATA PA REV.01/08/86 CHAMBER S/N INJECTOR S/N F/OX VALVE S/N SEC 30.0 9.2 OCR. d TEST NO. 4345 4346 63

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PARTER P		14.45 PSIA 1519 HPS	1/C	C AF 0.37830 C AE 15.1360	30 INZ 30 INZ 1 BC/CEC	<u>ن</u> ن		MUDEL 16 ST	MUDEL NO TEST DATE	8911 02/14/86 4-2		
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Fig. California Fig. Dec. Fafe 65.0 255.1 354.2 651.2 451.2	<u></u>	PERATIRE	TAMR	DEG. FAHR	71.7	132.8	176.4	209.6	7.42.6	256.2	717.6	0 056
Name	12.13	3 1 805	F.7	DEGLEAHR	66.0	225-1	356.3	417.6	63H-2	44 B. 1	455.7	467.0
SKIN TRUE, N. 1		•	NLT	DEG. FAHR	65.1	562.6	666.3	745.2	197.1	835.6	868.9	# 71.1
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SKNIT FEED NO. 6 SKNIT DEGLEMB SKN	SK IN TEMP NO			DFG FAHR	62.5	88.2	12821	174.1	737.4	793.8	556.7	156.
SKIN TEEP MIT 7 SKMT DEG-EMB 623 645 615 616 70.4 72.6 916 916 916 916 916 916 916 916 916 91	SKIN TEMP, NJ.		SKNTS	DEG. FAHR	63.4	73.3	200	9 0 1	132.1	2 0 0 C	440.1	447.X
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SKIN TEND NO. 9 SKWITZ FOR FAME 61.9 64.6 64.6 64.0 144.8 114.2 324.5 491.9 16.104.8 113.2 15.0 13.0 13.0 13.0 13.0 13.0 13.0 13.0 13	CN . dwal NI XS		SKNT9	DEG. FAHR	62.5	66.5	66.5	9.89	70.4	72.6	95.6	134.2
SKIN TEPO: NO. 11 SKNT12 DEG-EARR 64.0 141.6 395.6 72.0 87.2 134.2 134.2 134.5 87.1 134.1 110.0	"CN " obal NI XS		61NXS	DEG. FAHR	61.9	9.49	65.6	67.0	68.5	70.6	104.8	173.9
SKIN TEPO, NJ. 11 SKNT1 DEG, FAHR 69-9 141-5 330-4 693-6 75-0 76-9 879-5 1931-8 2 1931 SKNT TEPO, NJ. 12 SKNT TEPO, NJ. 12 SKNT TEPO, NJ. 12 SKNT TEPO, NJ. 14 SKNT TEPO, NJ. 14 SKNT TEPO, NJ. 14 SKNT TEPO, NJ. 14 SKNT TEPO, NJ. 15 SKNT TEPO, NJ. 15 SKNT TEPO, NJ. 16 SKNT TEPO, NJ. 17 SKNT TEPO, NJ. 17 SKNT TEPO, NJ. 18 SKNT TEPO, NJ. 19 SKNT TEPO, NJ. 18 SKNT TEPO, NJ. 19	CK IN TEMP. NO.	0	CLINAS	DEG FAHR	63.4	134.2	324.5	491.9	64603	7/2.B	1156.0	1302.
SKIN TEWN NO. 12 SKYNT2 DEG-FAHR 64.0 141.5 336.4 433.9 610.1 1699.8 9102.7 958 SKIN TEWN NO. 13 SKYNT3 DEG-FAHR 64.1 1385.3 460.6 16.5 16.5 16.5 16.5 16.5 16.5 16.5 16	SK IN TEMP. NJ.		SKNT11	DEG. FAHR	6.69	148.8	358.6	552.6	726.9	819.5	1348.2	1531.5
SKIN TEWO NJ. 13 SKINI 2006. FAHR 66.1 66.2 66.2 6.1 16.3 10.3 10.2 10.3 10.3 10.3 10.3 10.3 10.3 10.3 10.3	SKIN TEMP. NJ.	2	S KNT 12	DEG. FAHR	64.0	141.5	336.4	493.9	610.1	8 % 69 99	902.1	959.2
SKIT FEW. NJ. 14 SKITIS DEG-FARP 66.18 65.2 65.7 66.4 67.9 68.9 7.1 66.4 67.9 68.9 7.1 7.2 65.2 65.7 66.4 67.9 68.9 7.2 65.8 67.9 68.9 7.2 65.8 67.9 68.9 7.2 65.8 67.9 68.9 7.2 65.8 67.9 68.9 7.2 65.8 67.9 68.9 7.2 65.8 67.9 68.9 7.2 65.8 67.9 68.9 7.2 68.3 72.4 99.0 72.8 72.1 72.9 72.9 72.9 72.9 72.9 72.9 72.9 72.9	SKIN TEWP . NJ.	3	S KNT 13	DEGAEAHR	65.1	138.3	340-6	514.1	653.2	161.2	1030-4	1102-6
SKITI FUP. N.) 15 SKNTIS DEG-FAHR 66.1 66.6 66.8 67.9 68.9 70.9 84.8 95 SKITI FUP. N.) 15 SKNTIS DEG-FAHR 66.1 66.1 66.9 66.9 61.5 68.9 91.5 68.9 10.4 10.0 10.1 10.1 10.1 10.1 10.1 10.1	SKIN TEMP . NJ.	4	_	DEG. FAHR	64.8	45.2	65.2	65.7	4.99	67.8	14.8	18.
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SKIN TEMP. NJ. 17 SKNIT DEG-FARR 68.3 68.4 68.4 152.9 10.4 172.8 18.2 31.4 428 SKIN TEMP. NJ. 18 SKNIT DEG-FARR 61.3 18.4 18.2 31.4 428 SKIN TEMP. NJ. 21 SKNIT DEG-FARR 61.1 12.8 149.7 188.8 22.2 391.9 547 SKIN TEMP. NJ. 21 SKNIT DEG-FARR 61.1 12.8 149.7 188.8 22.2 391.9 547	SKIN TEND. NJ.	9	-	DEG. FAHP	66.1	66.1	66.3	6 - 99	6/65	6843	(B.4	9006
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SKIN TEMP. NJ. 21 SKN721 DEG.FAHR 61.1 78.3 112.8 149.7 188.8 227.5 397.9 547.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10	CN GMAIL NI VS		CENTO	DEC. EALO	21.3	1 70	125.5	7 7 7 7	210.8	25.2.7	24.4	7274
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1					29.4	370.9	469.B	885.7	0.0	883.4	1073.4	572.8	1082-3	282.8	1397.3	1648.6	986.0	1142-1	110.3	117.0	137.1	654.8	895.4	892.8												
ENGINE S/N	SEC	SEC			20.0	350.4	469.2	61.9	0.0	665.5			999.2	190.7	1-007				102-4	10111	118.8	519.1	712.1	682.9												
02/H2 E	830 INZ 360 INZ				ST AT IC	7117	0.99	65.1	0.0	62.4	62.5	63.4	6243	62.5	4.10	6-69	64.0	6541	04.0	66.1	68.3	63.5	6163	61.1												
REPORT -	AT 0.37830 AE 15.1360	O WON	O MUN	PARAMET ERS	UNITS	DEG. FAHR.	DEG . FAHR	DEG. FAHR		DEG. FAHR	DEG FAHR	DEG. FAHR	DEG.EAHR	DEG FAHR	DEG TAME	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHK	DEG. FAHR.	DEG. FAHR	DFG. FAHR	DEGLEAMR	DEG. FAHR												
PRFLIMINARY TEST	7/C 7/T	0XI9 FSG	DSG	EXTRA PAR	SYMBOL	TAMB	FCT	NLT		SKNTS	SKNTS	SKNTS	SKNT7	SKNTA	CKNT 3	S KNT 11	S KNT 12	SKNT13	SKNIJA	SKNT 16	SKNT17	SKNT19	SKNT23	S KNT 21												
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PRELI MI NARY TE		6 %	EXTRA	SYMBOL	TAMB	TAW81	FCT	NLT	SKAIT	SKNTA	SKNTS	SKNT7	SKNTB	SKNT13	SKNT11	4	SKNT14	-		SKM13	SKNT21A											
1						T-[0]	1 W T 5										•						-									
MODEL 891:	PSIA HRS	4M4 N204			u C	INEAR	- 1							,																		
. •	1 = 1				ACIT ACCOUNT TOTOWA	TEMPERATURE (NEAR	TEMP	TE4P.	NO. 3		70° 5	┨.	8 • CN	CI		NO. 13	_ (N. 1 - 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	_	N7 19												
P716 REV.01/08/85	RIC PRESSURE	FUEL SP.GP. 60/60 0x ID SP.GR. 60/60	TRIM ORIFICE	PARAYETER			CAVITY	E LAND	TEMD.	TEMP.	1 1 4 0 ·	TEVD.	TEND.	T FMD	TF'00.	SKIN TEND. N	TEMP.	- 1	TEMP.	- 1												
P716 R	BAROWETRIC I	FJE. OX ID	T 03 X TO T	PAR	- 100	١.	* 52%. CELL		67. SKIY	68.		١.	72.	73.541	75.	7.7	78.	6/		83.	85. SK	8 5	· ·	9 - \$		ş <u>,</u>	F 3	1	3 3	2 3	80 L	

		15.0	355.1	1.061	202.5	849.8	. 14.5	0.607	124.0	549.9	149.3	1.6.4	1404.	1096.0	3.196	6.68	1 3.6	464.1	463.2	1440.6	15/4.3						Ē		
		10.0	322.3	140.2	424.6	846.5	15.2	572.1	549.3	306.8	103.9	4441	7.4621	1017.1	905.5	85.8	100.	343.4	•	1280.4	1379.9	OR OF	IGI Pi	NAL DOR	P,	A(E I	3	
8911 03/06/86 A-2 4351	z	5.0	255.2	108.3	439-1	832.3	16.8	286.9	312.5	25.0.4	83.1	8444	200	167.50	9.669	78.8	87.5	202.3	210.1	845.5	899.5		į			••			
MUDEL NU TEST DATE TEST CELL TEST NU TC S/N	X VAL S/N	4.0	240.9	103.4	105.8	4.118	11.2	233.1	255.5	198.0	81.6	818	6 0 4 0 4	657.6	9.709	17.6	HO-1	1 70.2	175.9	102.8	744.2								
MODEL TEST TEST TEST TO S	F /0x	3.0	213.4	97.1	417.1	151.3	3.5	183.7	195.4	157.0	80.3	79.8	556.5	5-156	4.31.4	77.1	78.	137.4	14241	532.2	268.0								
		2.0	179.3	93.1	93.7 357.0	682.8	6.21	140.8	143.2	122.2	79.3	79.1	354.	350.3	331.1	76.8	78.0	1001	111.6	340.3	369.5								
- EC		1.0	105.3	82.0	93.3	557.9	78.2	104.3	103.9	95.0	78.4	4-11	7-161	1,00.1	139.4	76.6	77.5	83.1	41.7	138.3	153.8								
INZ INZ L BS/SEC L BS/SEC		S T AT IC	6,61	74.6	74.8	16.3	77.5			76.27	74.3	14.9	1.07	1×.4	77.0	76.0	70.7	73.0	12.2	76.2	75.8								
AF 10.37830 AF 15.1360 NOM 0.0 NOM 0.0	ERS	UNITS ST	DEG. EAHR	DEG. FAHR	DEG - FAHR	DES. FAHR	DFG FAH9	DEG. FAHR	DEG. FAHR				ORGAN TARK	DEG PARK	DEG. FAHR	DEG . FAHR	DEG. EAND	DEG. FAHR	DFG. FAHR	DEG. FAHR	DEG. FAHR								
17.0 17.0 Eust Evs FS e	EXTRA PA	SYMBOL	TAMR	TAMBI	T.A. 192	NLT	SKNT1	SKNT4	SKNTS	SKAL	SKNTR	SKME	SKILL	SKNI LI SKNI 12	SKNT 13	SKNT14	SKNIIS	SKNT19	SKMT13	S KAIT 2 3 A	SKNT21 A								
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			15.0	313.9 295.5	715.1	522.3	903.1 873.6	4444	315.5	145	1381.8	987.3	852.2	133.7	269.0	4964	1284.5	0.2441								
		* ;	10.01	283.2 283.9 273.5	729.5	512.9	751.5	15843	• •	312.9	1297.3	912.9	841.3	221.4	280.3	465.0	1210.8	1348.9		G	RiGI	NAL	R		- 153 ITV	
R91 1 03/06/85 A-2	4352	7	5.0	265.9 265.9 255.0	134.1	289.3	5,4.2	543.6	532.5 279.3		1018.1		1.63.1	257.6	288.2	468.1	972.0	7.640		0	t M	OOR	V	UAL	11 1	
NO UA TE CELL	S /N S /N	K VAL S/N	4.0	232.0 265.2 251.9	737.1	301.5	534.0	4 96 B	440.5 281.2	- 1	917.2	- 1	721.5	252.1	288.1	450.1	878.6	7•146							•	
MUDEL TE S1 TE S1	TEST T/C	F /0x	3.0	215.7 265.0 249.9	136.4	313.8	490°3	453.2	451.0 284.0	301.9	790.0	715.6	657.0	287.0	289.0	432.6		80%								
			2.0	193.8 266.5 249.3	124.3	325.5 407.4	454.7	41943	419.8	305-1	638.6	598.4	557.1	282.6	288.7	415.3	615.7	648.7						,		
L L	EC		1.0	156.8 258.8 248.5	354.5	334.1 428.1	415.8	399.1	390.0 291.8	308.7	471.5	6444	426.7	291.6	248.5	400.1	450.2	475.0								
14	L BS/SEC		S F AT I C	85.3 262.5 234.6	323.6	336-1 408-7	399 • 2 398 • 3	390 3	389.5 293.5	310.0	385.3	360.6	354.0	292.3	287.7	392.0	390.9	395.8								
AF 0 AE 1 MUM 0	NOM 0.0 NOM 0.0	ERS	UNITS	DEG. EAHR DEG. FAHR DFG. FAHR		DEG. FAHR		ļ	DEG. FAHR DEG. FAHR		OEG FAHR			OEG.FAHR Deg.Fahr	DFS.FAHR	OFG. FAHR	DEG. FAHR	DES. FAHR								
1/C 1/C 1/C EUEL	0X19 FS3 086	EXTRA PAR	SYMBOL	TAMB TAMB1 TAMB2	1			SKNTS	SKNT7 SKNT9	0		2	S KNT 13	SKNT14 SKNT15	12		S KNT20 A			!						
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14.16 PSF1 1357 HR S 30.0 SEC	0.0 MYH 0.0 N204			TEMPERATURE TEMPERATURE (NEAR 1 TEMPERATURE (NEAR 1					-			11		5 1	1,1	· ·	274	214								
PRESSURE JA BIIN	SP . 67 . 60 / 60 SP . 5P . 60 / 60	TRIM ORIFICE	FR	AMBIENT TEM	7	Trub. NJ. 1			T .CW . dvat		יבוע. בוע.		١.	TFWD. MJ. I	٠.	•	TEND NO. 2	1								
BARDWETR IC PRESSUR TIME OF RUW I ENGTH DE PLIN	FUEL SP.68. OX 10 SP.5P.	1_	PAPAWETER	624. CELL / 624. CELL / 428. CELL /	NOZ Z L	65. SKIN 1	. X .	54.14	SK 13	SK 13	V1.52	75. SK 14	54 17		SX IV	. SK IV	2. X	NI XX								8
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40																						Or Of	G! P(NA PO	L F	Q U	GE ALI	75	•					
PAGE	891 1 03 / 06 / 85 8-2	4352	/ N/S																															
	MUDEL NU TEST DATE	יטרט	X VAL																															
			- 1	29.4	326.0	375.4	354.8	714.5	133.9	1100.6	1030.4	965.2	412.4	1419.1	1260.7	982.5	103.4	139.2	239.4	795.2	1310.0	1500.0												
ENGINE S/V	7.1.7	SEC		20.0	312.6	338.6	382.5	710.2	167.2	9.066	946.8	899.0	349.8	1412.7	1249.2	984.5	117.0	163.2	257.5	698.0	1302.7	1477.5										•		
02/H2 E	30 IN2 50 IN2 1 RS / S FC	L BS/SEC		STATIC	86.3	262.5	424.6	321.0	336.1	399.2	398 • 3	389.5	293.5	385.3	389.4	360.6	202	298.8	287.7	392.0	390.9	395.8												
REPORT -	AF 0.37830 AE 15.1360	MON	AMET ERS	UNITS	DEG. FAPR	DEG.FAHR	DEG - FAHR	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR	DEG FAHR	DEG. FAHR	DEG FAHR	DEG. FAHR	DEG. FAHR	DEG.FAHP	DEG. FAHR	DEG FAHR	DES. FAHR												
PRELIMINARY TEST	0/1	0X19 FSG 0SG	EXTRA PAR	SYMBOL	IAMB	TAMBI	74F 4 -	ALT.	SKATI	SKNT4	SKNTS			SKMT13	SKYTII	SKNT12	CKNTIA	5 KW 15	SKNT17	SKNT19	SKNT23A	SKNTZLA												
891	4	4					44 1-(B)																											
MOJEL	14.16 PSIA 1357 HRS		- - - - - -		TEMPERA TUPE	TENDERATURE (NEAR	פאין פאפי							10	11	1.2	17	t v	17	တ် ဝ	2.7A	21 a										:		
REV.01/08/86	BAROMETRIC PRESSURE TIME OF RUN	SP.GR. 60/60 SP.GR. 60/60 TRIM OF IFICE	OX ID TRIM ORIFICE	PAPAMETER	AMRIEVI	AMB TEVT	FUFI CAVITY TEMP	E LAND	I "CN " amil hlys	TEMP NO.	SKIN TEMP. NO. 5	Trwp. NJ.	SKIN TEMP. NO. 9	TEMP NO.	IFWD. 43.	CN C	TEN ON L	TEVO 13.	TEND . 43.	SKIN TEMP. NO. I	TEND VJ.	TEMP . MI.												
p716	BAROMETR TIME OF	FJ FL 0X 1D FJ FL	OI XU	6	. 62.		5 7 C		5 • 5 · · · · · · · · · · · · · · · · ·	5.0	8 69 8	71.	•	74.	75.	1	- 8	79	1.0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	να		137:		\$ F	- 3	₹ ¶	*	····•-	150	িজ ই	1	 	3 _ [.]

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ļ		LBS/SEC	.BS/S EC	DPF PA	COR PSIO PSIA		0.0 0.086 0.0 0.088 0.0 0.089		0	0.08	ᄋᄀ		960.0 0.00	9 0	760.0 0.0	0		0.0 0.081	9 5		160.0 0.0				
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	100-3-110	F SG NUM (USG NOM C	MUN OIX	.T FFT	DEG.FAHR		63. 66. 63. 64.	52	58. 44.	68. 59.	65. 58. 64. 56.	64. 55. 63. 53.	4	el. 44. 60. 43.	45		64. 52. 63. 51.	Ţ			54. 45.				
	310			FFP JFT	PSIA	190.	190. 191.	191.	191.	225.	226 . 226.	226.	. 226.	. 226. . 226.	- 522.	162.	. 162. . 163.	163	163.	163.	9				!
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יייי פיייייייייייייייייייייייייייייייי	1 - 02/HZ	3772	1	TEST DATA			392.7 394.9	1		412	415	4 4	421	450 418	413		0 383.9			1	- 1		-		
	SI REPURI	ARE AND PATIONS AT (AMB)		RMANCE *F INF	EST LBS	00	9.27 0.0 9.56 0.0	000	2 2	88 0	78 0	0 50	48 U	25 0	72 0	30 0	49.77 0. 50.07 0.	29 0	999	37 0	.97 0				
י נ	٦,	T HARDW 1/C		PERFIT	FT/S	6739. 4	6821. 4 6850. 4	6945. 5	6990 - 50	7248.	7257.	7294	7323.	7327.	7328.	6550.	6550. 6560.	6570.	6504.	6616.	6621.				
	PRELIMINARY			MTOTW	LB/SEC	.125228	.125469	.125815	126402	.123427	.123837	.124112	.124433	.124633	•125002	.129129	.129527	129915	130155	130494					
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				VFASURED	PRESS PSIA		70.5	1	72.	73	74	5.0 74.5	7,	2, C	4 75	9.69 0.	3.0 70.1			1	4			,	
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ı	2716 REV.	CHAMBER S/N IMJECTOP S/N F/OX VALVE S/		TEST	• ON	353				354						355				OF		NAL POR	PAGS QUAL	ITY	
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#u							15.0	350.4	424.2 814.1	69.4	0.0	353.3	543.6	703.6	0.891	801.3	7.061	634.9	1226.8	1385.4	885.3	980.0	N	94.8	0.0	100.0	4.90.8	h*066	1372.3	1327.1								
PAGE					•	,	10.0	314.5	419.1	9-69	0.0	200.5	492.1	529.1	108.9	563.9	95.1	4/1.1	1099.8	1214.6	_840.3	913.1	78.9	85.4	0.0	4.78	346.0	283.2	•	111/1.3		1		_				
	8911	A-2	4353			2	5.0	264.2	398.5	71.0	0.0	1.68	288.1	294.9	1,41	245.1	16.1	234.2	741.4	1.661	. 658.6	680.3	13.2	13.9	ċ	15.4	199.3	165.3	181.1	771.1		ì	ì	O)	Ric	Gr.	14 01	#
	EL NU I na re	I CELL	DN I		<u>z</u> :	A VAL S/N	4.0	239.0	386.5	1.6	0.0	162	237.9	239.0	(3.0	191.3	15.2	8.581	620.4	6.199	75.	•	12.4	72.3	0.0	13.1	167.1	140.0	4 5	639.2		i						
	MODEL	IES I	le S I	2	2 5	F 70 X	3.0	: -	359.5			13.5	186.1	182.9	23	150.2	74.1	146.1	481.3	514.1	69	469.5	71.8	71.0		12.6	_134.9	<u>.</u>		487.7		:	: :					
7							2.0	177.9	311.3	72.6	0.0	71.9	138.0	133.2	12.4	117.1	73.1	113.8	318.4	341.0	325.5	314.0	71.2	70.5	0.0	12.2	107.7	95.8	314.2	315.2							:	
ENGINE S/N		EC	SEC				1.0	131.2	194.7	12.9	0.0	71.9	98°7	95.9	71.1	90.4	72.6	87.5	140.1	149.9	146.6	139.7	71.2	70.4	0.0	72.2	80.5	16.8	130.3	133.6								
02/ 42 E	20 IN2	1	L BS/SEC				ST AT IC	71.2	71.6	71.0	0.0	71.1	7.07	70.3	68.2	71.0	70.0	79.2	70.5	73.2	70.2	71.4	70.3	69.1	0.0	71.6	69.3	68°Û	7.07	70.3								
REPUPT -	AT 0.37720	A S	NOM 0.0	NOW N		PARAMET ERS	UNITS	DEG . FAHR	DEG FAHR	DEG FAHR		DEG. FAHR	DEG. FAHR	DFG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHP	DEG . FAHR	DFG.FAHP	DEG. FAHR	DES. FAHR	DEG. FAHR	DEG. FAHR		DFG.FAHP	DEG. FAHR	DEG. FAHR	DEG. FAHR	DFG. FAHR								
- PPELIMINARY TEST	1/6	y / I	1x0	FSG	OSO.	EXTRA PA	SYMBOL	T A 4B	FCT	SKALI		SKNT3	SKNT4	SKNT5	SKNTS	SKMT7	SKNTB	SKNT9	SKNT13	SKNTII	SKNT12	SKNI 13	5 KNT 1 4	SKNTIS		SKNT17	SKNTIR	SKWT19	SKNT23A	SKNT21A								
MODEL 8911		30 0 GEC		0.0 N204				TENDEPATURE											0		0			ıc		P.	ď	c	∀ C	¢1								
9716 REV.01/08/86	BAROMETRIC PRESSURE	VON TO BELL	SP.GR. 60/60	SP . 54 . 60/60		OX ID TRIM ORIFICE	PARAMETER	62. CELL AMBIENT TEMP	63. FUEL CAVITY TEMP			SK IN T	١.	. SKIN TEMP. 43.	TEND	SKIN TEAD.	72. SKIN TEND. NJ. 9	TEMD.	OL SKIN TEND. NJ. 10	75. SKIN TEMP. NJ. 11	. CK . dwgr vIXS .	77. SKIN TEND. 43. 12	TEND. NJ. 1	. SKIN TEMP. VJ. 1	80.	81. SKIN TEMP. NJ. 1		5	84. SKIN TEMP. NJ. 204	85. SKIN TEMP. NJ. 21A						·		•

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PAGE UF	L NU 8911	i -1	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2								Ric		AL OR	Q U	(5) A	LM	TS PY							The confidence of the confiden	· ·			
1 N					29.4	025460	3.9647	1.5488	45.7 <i>81</i> 2 57.3360	0.0	0.0	60.2	219.9	,	0.0	0.0	0.0	0.3172 6990.	49.382	48.443	17.573	387.0 1.782	0.0949	50.349	23.463 398.3 1.835	0.0	0.0	0*0
ENGINE SZN		BS/SEC BS/SEC			20.0	.150677	3.9638	11.5209 11	45.6670 4 57.1379 5	0.0	0.0	63.1	291.1		0.0	0.0	0.0		49.663			190°1 1°799		599	40163 40163 16851	1	0.0	0.0
02/H2 E	20 INZ]		D DATA	STATIC			1	4 W		1.99	9.49	292.1					_	-0.635		2		0.0407		7			
T REPURT -	AT 0.37720 AE 15.1360	WON NOW	NOM 0 • 0	AND COMPUTED DATA	UNITS	L BS / S EC	L BS / S EC	G/S EC	6/ S EC 6/ S EC		DEG. FAHR	DES. FAHR	DEG.K DEG.K	81.20	DS I A	PS IA	PERCENT	1 42 FT/S EC	1.85		Z	SEC	PS IA	L BS	SEC			
PPELI MINARY TEST	1/0	FUEL) <u>(</u>	ш 9	SYMBOL	TAF	THI	H.B.	DEL		FVIT	1170	FVIT	V Ja	MAXPC	DAN IN	PCR	* ~ U	FA	FB FAVG	FAVG	1SP CF	•					
P715 REV.01/08/36 MJDEL 8911 - PPEL	SSUZE 14.30	TH JE RUN 30.0 SP.3R. 60/60 0.0 SP.5R. 60/60 0.0			TER	TDT AL TOT AL	3. IDIAL FLOW 4. MIXTURE RATIO	TOTAL FUEL	EXIO FLJW FLDW (SI U		FUEL VEYTURE INLET	ם אני	13. DXID VENTUR I INLET TEMP. (SI UNITS)	14. CHAMPEP PRESSURE AVERAGE		MIN.CHAMBER PRESS.AT POIL			THRUST A	22. THRUST AVG.		24. MPCLIFIC IMPULSE 25. THPUST COEFFICIENT	MOZZLE FXIT		UL SE AT INFINI	31.	33.	34.

	.	"		, . 	` : , :	# T 1		:	:		. •	İ															;	:		
UL					:	15.0	315.8	349.4	109.0	1/4.1	0.0	632.3	841.5	903.1	336.6	933.0	285.5	806.2	1195.9	1355.9	824.8	912.5	154.1	175.6	0°0	7.1.7	101.6	507.3	1351.1	1281.4
TAGE	•				,	10.0	293.6	354.8	716.2	215.5	0.0	512.4	728.4	771.3	301.9	821.4	253.4	694.3	1125.6	1265.4	806.1	891.9	156.2	206.6	0.0	251.3	6529	479.5	1261.8	1195.0
	8911	A-2	4354		N/S	5.0	251.7	362.2	723.8	2/1.6	0.0	417.3	559.3	511.3	289.4	516.0	252.2	510.8	902.0	988.5	725.1	116.4	212.3	248.2	0.0	257.5	527.4	1 - 5 + 5	8.116	937.9
	MODEL NO TEST DATE	TESI CELL	16 ST NO 17C S/N	2	F/UX VAL S	4.0	234.1	363.0	720.0	284.2	0.0	401.4	520.8	533.5	291.1	513.6	264.8	469.6	815.9	888°9	8.089	723.3	226.1	257.2	0.0	258.2	507.4	431.3	875.0	843.1
	æ UM ∃T	ָּיב <i>י</i>	1E S 1/C	TN1		3.0	216.5	363.3	712.8	296.9	0.0	402.0	419.5	446.5	295.0	458.3	268.1	432.2	114.0	755.6	616.6	646.2	241.1	266.1	0.0	258.3	487.2	429.1	148.3	729.2
						2.0	188.8	356.0	0.569	304.0	0.0	400.6	434.5	443.3	299.3	415.8	272.1	403.0	583.8	618.B	525.8	538.4	254.1	273.3	0.0	258.1	467.5	420.B	8.765	591.1
		L BS / S EC	LBS/SEC			1.0	148.6	329.2	665.6	317.1	0.0	401.7	404.8	408.5	304.2	395.1	276.1	39.2.1	440.7	457.2	400*9	404.8	262.0	277.0	0.0	257.1	450.1	413.4	442.3	444.4
	720 IN2 360 IN2					STATIC	78.5	295.8	293.6	318.7	0.0	402.4	388.4	393.5	306.9	381.6	279.3	373.4	373.7	384.9	339.9	341.4	262.0	276.3	0.0	257.0	443.6	408.1	380.8	381.7
	AT 0.37720 AE 15.1360	2 2		O WON	ARAMET ERS	UNITS	DEG . FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR		DEG. FAHR	DES. FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR	DES. F.3HP	DFG. FAHD	DEG . FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR		DEG . FAHR	DEG . FAHR	DEG . FAHR	DEG . FAHR	DEG . FAHR
	2/1	FUE	UXI FS3	S S O	EXTRA PA	SYMBOL	TAMB	FCT	NLT	SKNTI	:	SK4T3	SKNT4	SKNTS	SKNT6	SKNT7	SKNTA	SKNT9	CLINNS	SKNT11	SKNT12	S KNT 13	SKNTIG	SKNT15		SKNT17	SKNT18	6TINNS	A C Z Y N X S	SKNT21A
	14.30 PSIA 0846 HRS	0	0.0 444 0.0 N204				TEMPERATURE																						-	
	BAROMETRIC PRESSURE I	TH OF RUN	FUEL SP.68. 60/50 OX ID SP.68. 60/60		UX IV IK IM UK IF ICE	PARAMETER	CELL AMBIENT			65. SKIN TEMP. NJ. 1		SKIN	SKIN TEND.	SKIN TEMP.	اء	. CN . dhal wi xs .	. SKIN TEMP.	SKIN TE'AD.	SKIN TEMP.	SK IN TEVE	· SK IN TEMP.	. SK IN TEMP.	. CN . dk.al NI XS .	79. SKIN TEMP. NO. 15	•	. SK IN TEMP.	TEVD	3. SKIN TEMP. NJ.	Z	85. SKIN TEMP. NO. 214

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MUDEL NU 8911 TEST DATE 03/11/86 TEST CELL 4-2 TEST NU 4354 T/C S/N	×						The state of the s										Ol	Rig F P	O O		Ū∂∂∂ QU <i>i</i>	. [3] YY		
		29.4	342.0	119.7	896.6	992.6	438.1	355.0	1217.9	1391.6	419.4	94.9	132.4	216.3	559.1	1391.7					•			
'S EC		20.0	329.5	147.0	741.7	914.5	380.2	313.8	878.3	1380.9	823.3	110.7	6.6	231.9	530.4	1380.1								
20 IN2 160 IN2 LBS/SEC LBS/SEC	84 S	ST AT 1C	78.5	318.7		4 10	σ,		4	•	۲	10	2	257.0	408.1	380.8								
AF 0.37720 AE 15.1360 NOM 0.0 NOM 0.0 NOM 0.0	NOM 0	UNITS	DFS.FAHR DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG.FAHR DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG FAHR	DEG. FAHR	DEG FAHR	DEG FAHR	UFG. FAHR	DEG. FAHR	DFG. FAHR	DEG.FAHR Deg.Fahr								
17C 17C 17C FUFL 0X1D FS3	OSG EXTRA PAR	SYMBOL	TAMB	1	_	et in		SKNTS			<u> </u>			٠.		SKNT20A SKNT21A								
14.30 PSIA 0846 HRS 30.0 SEC 0.0 MMH 0.0 N204	V.		ERA TURE													۷ ک								
NEIRIC PRESSURE OF RUN TH OF RUN SP + SR + 60 / 60	FUEL TRIM ORIFICE OXIO TRIM ORIFICE	PARAMETER	62. CELL AMBIENT TEMPERATURE 63. FUEL CAVITY TEMP 64. MOZZI E I AMB TEMP	SKIN	C.	SK I'V TEMP.		5.5	SK IN TEMP . 43.	SKIN TEMP. NO. 1	SK IN TEMP. NO.	SKIN TEND.	1 .01	SKIN TEMP.	SK IN TEMP. NJ.									

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u				15.0	401.6 520.2	211.3	822.0	971.4 1030.9	458.1	8.5611	964.2	1630.6	1106.2	1212.1	715.6	0.0	266.0	433.6	5.407	15/8.1										
PAGE			,	0*01	367.4	270.3	728.9	862.9	433.9	1.686	846.9	15/3.0	1069.4	4.6411	2-871	0.0	266.2	845.8	9.669	1.6641						,				
	891.1 03/11/86	A-2 4355	z	5.0	281.1	346.1	0.0 658.8	752.2	442.9		- }	y 0	- 1	975.7	225.9	0.0	265.9	•	4-7 19	1140.1										£
	NU DA TE	S N	S/N X VAL S/N	0.4	260.5	970.5 364.8	0.0 _652.1	692.2	440.6	4.05.6	652.4	1015.2	868.3	906.3	237.9	0.0	265.7	731.2	597.8	1041.6					-		; ; !	1		
	MUDEL	TEST TEST T.C.	INJ F /UX	3.0	228.4	943.0	0.0	663.9	451.7		624.8		ړ	812.7	249.6	0.0	265.7	111.7	581. ¢	424.4	•				:		!			
1				2.0	189.2	406.1	0.0 648.6	639.4	466.8	628.3 420.5	601.3	189.9	685.6	0.969	259.6	0.0	265.6	692.3	565.5	801.2	6 -60 08									-
ENGINE S/N		S EC S EC		1.0	138.6	816.3	0.0	621.4	476.6	616.8	591.3	660.2	553.0	551.8	265.2	0.0	265.5	674.6	2	672.0	7.110			-						
02/H2 E	1N2 1N2	L BS /		STATIC	93.1	324.3	0.0	615.2	484.8	613.7	589.4	594.9	486.4	1.964	264.3	4.6.62	264.2	668.1	1.945	618.7	65159									
REPORT -	AT AE	E T E	O HON	UNITS	DEG. FAHR	DES. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DFG. FAHP	DEG. FAHR	DFG - FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DFG. FAHR									
- PRELIMINARY TEST		FUEL CXID FSG	086	-	TAMS	SKNTI		SKNT4			. o	SKNT 10	SKNT12	SKNT13	S KNT 14	SKNT15	SKMIII	SKNT19	SKNT19	SKNT27A	SKNTZLA									
, ITOR I HOUM	非常	İ			FRA TURE							ō	C	3	4	5		- Č.	0	20A	21A		ORN OF	GIN.))R	QUA	ALI T	¥		
0714 DEV. 01708/84	BAROWETR IC PRESSURE T I'VE OF RUN	LENGTH OF RUN FUEL SP.5R. 60/60	FUEL TRIN OR FFICE OXID TRIN OR FFICE	PARAYETER	62. CELL AMRIENT TEMPERATURE	64. NOZZLE LAND TEMP. 65. SKIN TEMP. NJ. 1	56. 67 CKIN TEWD NO 2	SK TV TEMP. NO.	70. SKIN TEMP. NJ. 6	CV - QV-1 VI XS	SKIN TEND . VJ.	SKIN TEMP. NO.	To the state of th	CN . dyll N	. SK IN TEMP . 13.	SKIN TEMP . NO. 1	CM 0227 M1 72	SKIN TEMP NO.	CA THITETO A	SKIN TEMP. NJ.			77		- ·				90	-

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PAGE OF	MUDEL NU 8911 JEST DATE 03/11/86 TEST CELL A-2 TEST OU 4355 1/C S/N	×					_								(O _F	TG P	!N,	LR	P. Qu	IGE ALI	3							
			29.4	441.5 522.1	1300.1	0.0 1055.7	1142.8	554.9	459.9	1118.8	1713.5	1127.1	1237.4	183.3	0.0	1134.5	914.0	1654.9											
ENGINE S/	N2 N2 BS/SEC BS/SEC		20.0	424.8 520.0	997.3	0.0	1120.1	495.0	416.2	1037.6	1683.5	1117.1	1227.7	200.0	0.0	10008*0	821.5	1626.5											
- 02/H2 E			ST AT 1C	93.1	324.3	0.0	633.0	484.9	436.7	589.4	615.6	486.4	7.964	293.4	0.0	668.1	546.1	618.7											
REPORT		l S	UNITS	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG FAHR	DEG . FAHR	DEG FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHP.	DEG. FAHR		DEG. FAHR	DEG. FAHR	DEG. FAHR					٠						
11 - PRELIMINARY TEST		OSG EXTRA PA	SYMBOL	TAMB	SKNTI	SKNT3	SKNT4	SKNTS	SKNTB	SKNTO	SKNTIL	S KNT 1.2	SKNTL3	S KNI I 4 S KNI I 5			SKNTIO	SKNT20A											
0716 BEV.01708/86 WINE! 891	30.0 PSIA 0849 HRS 30.0 SEC 00.0 MMH	40.2N	PARAWETER	62. CELL AMPLENT TEMPERATURE 63. FIFE CAVITY TEMP	NDZ ZL SK IN	CK IN TEMP	SKIN TEMP NO.	SKIN TEMP NO.	71. SKIM TEMP. NO. 7 72. SKIM TEMP. NO. 8	SKIN TEMP . NO. 9	TEMP. NO.	. SK IN TEMP . NO.	SKIN TEMP.	78. SKIN TEMP. NJ. 14		SKIN TEMP.	3. SK IN TEND. 47.	SK IV	OD - SALV LENT - VO	第 :	9	(A)	48		5	**************************************	1. E	9	1 5

03/13/86 TEST REF. 911-t-001	NDY INALS F SG NUY (60/60) INZ USG NUY (60/60) INZ USG NUY (60/60) FUEL NUM UXID NOM	INFAR CF DEP FFP IFT FFT TOTAL	INF PSIA PSIA DEG.F	213. 197. 60.	1.856 213. 198. 69. 73.	1.858 213. 198. 69. /I.	1.854 213. 198. 69. 58.	0.0 1.851 213. 198. 69. 53. 0.0	1.834 212. 198. 64. 48.		. (OF P	OOR	QUAI	ΠΥ	
4356 CELL 4-2 DATE 03/13/86 - 0	TEST HARDWARE AND PROPELLANT 1/C AT (AMB) .37720 T/C AE(AMB) ******	MICH CA ***F INFARE ##ISP	TEST COR TEST LB/SEC FT/S LBS LBS SEC	130549 6739, 53.77 0.0 388.9	.130765 6888. 51.90 0.0 394.9	•130829 6911. 52.18 0.0 398.8	.131127 6973, 52.63 0.0 401.4	121227 6984, 52.67 0.0 401.4 121404 4003 52.48 0.0 400.7	.131900 6986. 52.48 0.0 397.9							
TESTS 4356 - 4		MEASURED MEASURED MATA ###DIP### ###RAII O###	1	1.2 73.1 0.0 4.798 0.0	74.2 0.0 4.093	0 0	75.3 0.0 4.025	75.5 0.0	75.9 0.7 4.004							
	CHAMBER S/N INJECTOR S/N F/OX VALVE S/N	TEST DUR	• 07	4356 30.0												

RELL AEROSPACE FEXTRUM

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	1				15.3	356.3	12.1	0•0 466•6	685.3	674.8	735.4	1/8.2	1280.2	1466.8 925.0	1083.1	0.00	0.0	112.1	0.884	1421.1			-				
	PAGE			,	10.0	326.9	73.4	0.0	522.6	1.864	538.7	114.1	1142.6	8/1.9	975.3	83.8 90.4	0.0	1.001	341.0	1255.2		ORI(WAL POOR	روم	E 3		
		8911	A-2 4356	S/N	5.0	271.1	75.1	105.4	303.0	240.3	252.5	82.0	112.9	688.2	139.1	71.9	0.0	87.1	7.661	822.6			OOR	QUA	LITY		
		MOJEL NO Test date	TEST CELL TEST NU	S YA L	4.0	250.3	801.7	0.0 87.2	251.3	194.3	202.4	79.9	8.649	601.8	640.2	11.2	0.0	85.8	6-101	682.0 623.9			1				
		<u> 5</u> 5	TES TES	N. C.	3.0	225.3	76.1	75.7	197.3	154.6	161.9	78.5	503. 7	412.2	513.9	76.5	0.0	84.5	1 30.9	517.5							
	/N 1	7			2.0	192.5	76.5	0.0	145.7	129.3	125.5	77.4	335.3	305.8	349.8	76.1 76.8	0.0	84.1	1 2 6 6	333.2				,			
* 0 2	ENGINE S/N		L BS/S EC L BS/S EC		1.9	143.4	76.9	0.0	104.4	93.8	91.9	76.6	151.7	139.9	158.0	76.1	0.0	83.9	2 4	142.3							
ICE FEXTRUM	- 02/Н2	720 INZ		0.	ST AT 1C	76.5	75.3	75.7	75.2	74.2	75.4	73.0	75.1	74.8	76.3	75.1	0.0	83.1	671	75.3							
AEROS PACE	REPORT -	AF 15.1360		0	PARAMET ERS UNITS	DEG. FAHR DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	FG FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG FAHR	DES.FAHR	DEG. FAHR	A 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	FG. FAHR	1 4 T T T T T T T T T T T T T T T T T T	DEG. FAHR			:			<i></i>	
RELL	PRELIMINARY IEST	2/1	FUEL OXID FS 3		SYMBOL		SKNTI	SKNT3			SKNT7			SKNT12		SKNT14 C		SKNT17									
	8911 - PREI												•	:				ÿ. j.				:					
	MODEL	PSIA HPS				8																					
		E 14.37	0.5			EMPERATI MP	-	æ	4 v	ۍ ۱	~ α	6	<u> </u>	11		7 5		7.1	- 1					:			
	1/08/36	PRESSUR	8 UN 60 / 60	TRIM ORIFICE	e u	AMBIENT TEMPERATURE CAVITY TEMP	SKIN TEMP. NJ. I	EM . and	TEMP NJ.		TEKP NO.		EMP. MJ.			TEMP. NJ.	•	CN - dwgr	٠,				_				
	P716 REV.01/08/36	BARCMETRIC PRESSURE TIME OF RUN	FUEL SP.GR. 6	FJEL TRIM	PARAVETER	CELL		SK 14 T	2 %	54 14 7	L NI XS	. SK IN T	+ 71 YS .	L NI YS	24 14	7		- SK P3	2 2	2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1 1						
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BELL AFROSPACE TEXTRUM

PAGE UF	MUDEL NU 8911 TEST DATE 03/13/86	TEST CELL A-2 TEST NU 4356	N/S TNI	, / N/S I		÷ ;				ī :											R	iG P	IN OC	AL		Q.	A(U)		I.S.		
1 1						29.4	386.0	431.9	856.3	•	0.0	6000	0.016	0.5501	002 6	0.476	7575	F 945 1	1572.3	952.5	1079.4	86.7	112.9	2 2 2	808.7	6.46.0	1527.8	1448.9			
VGINE SZ		S EC				20.0	355.8	426.8	854.1	6.21	0.0	300 5	744.0	7.118	10100	00.00	197.5	2 425	1532.4	939.9	1099.4	86.8	106.1		C • 0 1 1	200	1497.0	1411.1			
02/HZ E	720 IN2	L BS / S EC				ST AT IC	76.5	76.2	75.3	76.4	0.1	13.5	7.67	4 1	7.41		7.67	1000	77.9	74.8	76.3	75.1	13.7		000	23.6	75.3	44.			
TEST REPORT - 02/HZ ENGINE S/N	AT 0.37720 AF 15.1360	NON			PARAMETERS	UNITS	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR		DEG. FAME	DEG. FAHR	DEG . FAHR	DIG TAPE	DEG FAHK	010 F A PARK	DEG - TANK	DEC. TARK	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR		DEG TANK	UTG - TANK	DEG FAIR		UED - L'ABR		
- PRELI MI NARY	9/1	FUEL	FSG		EXTRA PAR	SYMBOL	T.A.7B	FCT	NLT	SKNTI	1	SKNT3	SKNT4	SKNTS	SKNTS	Z LIV XIS		SKNIS	CLINAS	SKM II	SKNII3	S KNT 15	SKNT15		71 INX S	S KNI LS	SKNT L9	ALZIN C	SANCIA		
MODEL 9911	14.37 PSIA	1	0.0 N204				TEWDERS TIRE		•			•		.	\$		er.	O	10		12	· •	\$ · 1		17	1.9	01	204	214		
P716 REV.01/38/86	BAROMETRIC PRESSURE	LENGTH OF RUN	SP.GR.	FUEL TRIM DRIFICE	<u> </u>	PARAMETER	AT TELL AND LEAT TEN	CLEL TAVITY T	NOZZEF LAND	SKIN TEND.		. SK 14	4 .CV . GMAT VINS . 83	. CK . GWET VI XS.	70. SKIN TEMP. NJ. 6	71. SKIN TEMP. 43. 7	CN . OWEL	TEND NO.	· SK IN TEND ·	SKIN TEMP	CN CHIEF DE SOL		SK IN TEMP.		TEMP. NO.	SK IN TEMP . NO.	SKIN TEND NJ.	. SKIN TEMP. NO.	45. SKIN TEMP. NJ.	ė.	

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PROPEL 31 • 31 31 ***	T ES T	1	1	i	39								
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ARDWAR T/C T/C	£	·			212							.i	14 A
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			1295	1295	130								3.4 1.6
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	DA TE CELL CELL NO S/N S/N	4.0	218.6	399.0	777.3	73.7	0 4	744.6	241.7	191.7	189.6	80.0	113.6	633.8	692.5		٥		0		171.3	164.4	663.8	557.0	
	MUDEL 16 ST 16 ST 16 ST 17 C 1NJ F/OX	3.0	193.6	371.2	732.0	73.9) i	190.6	183.0	154.9	152.0	17.9	98.1	482.3	524.9	469.4	482.7	25.0	0	74.9	142.1	137.1	493.8	419.0	
-1 -2		2.0	166.4	314.8	655.6	75.1	0.0	148.5	136.4	122.2	120.4	76.3	73.7	308.6	336.1	313.9	317.5	15.00 10.00		74.1	110.4	106.5	305.4	255.1	
ENGINE S/N	SEC	1.0	129.3	198.8	555.6	75.3	0.0	10.501	95.6	91.6	91.1	73.9	61.5	129.7	138.7	133.8	129.9	, u		74.3	81.5	19.8	122.0	113.5	
02/H2 E	20 IN2 60 IN2 LBS/SEC LBS/SEC	ST AT IC	17.1	. 73.9	73.8	75.5	0.0	76.57	73.5	73.0	74.7	711.7	73.2	73.6	73.9	74.1	74.3	1.67		73.8	711.7	71.9	73.5	73.7	
REPORT -	/C AT 0.37720 /C AE 15.1360 UEL NOM 0.0 IXIO NOM 0.0 ISG NOM 0.0 ISG NOM 0.0	UNITS	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG.FAHR	0000	OFG. FALR	DEG. FAHR	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG FAHR	DEG FARR	DEG . T ATTA	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	
MI NARY TEST	1/C 1/C FUEL 0X10 FSG 0SG	SYMBOL	TAMB	FCT	NLT	SKNT		SKNTA		SKNT6	SKNT7		;		SKNT 1.1			S FIN T		S KNT 1.7	S KNT 18			SKNTZLA	:
- PRELIM					;			!		• •												•		:	•
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MODEL	14.41 1525 1000.0 0.0 0.0 0.0 N	٠	TEMPERA TURE		•								_	0	<u></u>	2	<u>w</u>	<u>*</u> u	<u>n</u>	_	18	19	20 A	Y I	
P716 REV.01/08/86	BARDMETPIC PRESSURE TIME OF RUN LENGTH OF RUN FUEL SP.GR. 60/60 OXID SP.GR. 60/60 FUEL TRIM ORIFICE OXID TRIM ORIFICE	PARAMETER	AME IEN T		12 2 CN •	ES. SKIN TEMP. NJ. I		N N N	SK IN TEMP.	SK IN		-		. SKIN TEMP.	. SK IN TEMP.	TEMP.		10. SAIN LEMY. NO. 1	. ,		SKIN TEMP ND.	TEMP. NO.	TEMP. NO.	0	ar personal dan

IMINARY TEST REPORT - 02/H2 ENGINE S/N 1	T/C AT 0.37720 IN2 T/C AE 15.1360 IN2 FUEL NOM 0.0 CXID NOM 0.0 FSG NOM 0.0 CSG NUM 0.0 FYDEX VAL S/N FY	EXTRA PARAMET ERS	SYMBOL UNITS STATIC 20.0 25.4 60.0 120.0 180.0 240.0 300.0	AND THE EALS 77.7 322.6 315.0 320.2 318.1 332.9 326.5	73 0 447.1 451.4 460.5 464.0 462.7 464.5	DEG-TATE 73.8 848.5 855.4 861.9 864.7 859.0 861.9	MAT. DEC. CAMP. 75.5 72.9 76.5 97.7 125.2 135.5 146.1 Li	0.0 0.0 0.0 0.0 0.0 0.0	539.8 779.1 1132.3 1273.2 1293.7 1277.4	DECEMBER 74.5 818.7 967.8 11/9.4 1277.1 1303.6 1318.1	77.5 880.5 1044.2 1271.9 1374.4 1401.1 1409.5	DEC. EAND 73.0 798.6 922.8 1094.2 1197.2 1234.0 1257.6	DEC. FAMIN 74.7 860.1 999.0 1185.7 1294.4 1332.4 1359.1 136	NEC 5 MM 71.7 188.8 272.2 393.9 465.1 0.0 0.0	DECEMBER 73.2 243.0 347.8 509.5 631.8 661.3 716.8	SANIY DEC. FAHR 73.6 1368.1 1410.3 1441.1 1451.8 1448.5 1454.3	DEC. FAUR 73.9 1532.5 1581.0 1612.9 1624.1 1622.5 1632.0	DEC. EAR 74.1 967.6 588.8 1032.3 1047.3 1050.4 1054.5	DEG. FAHR 74.3 1066.2 1087.1 1107.3 1113.7 1116.6 1121.2 A	DEC. EARS 75.1 97.8 101.4 107.3 109.5 110.4 112.6	NATION OF THE TANK TANK TO 114.7 124.5 140.4 147.3 149.7 154.0 15	0.0 0.0 0.0 0.0 0.0 0.0	7.5 139.0 169.0 193.1 205.4 212.1	DEGETARIN 13-7 A77-4 786-8 1140-5 1278-8 1292-6 1289-0 1	DECYFAR 11.1 00:4 445 8 868 9 919.6 906.8 895.9	DEG-FAFR (1.9 220-4 C.200 CCCC) CCCC CCCC CCCCC CCCCCCCCCCCCCC	DEG.FAHK 13.0 10.000 10.0000 10.0000 10.000 10.000 10.000 10.000 10.000 10.000 10.000 10.000 10.000	
P716 REV.01/08/86 MODEL 8911 - PRELIMI	BAROMETRIC PRESSURE 14.41 PSIA TIME OF RUN 1525 HRS LENGTH OF RUN 1000.0 SEC FUEL SP.GR. 60/60 0.0 MMH CXID SP.GR. 60/60 0.0 N204 FUEL TRIM ORIFICE	OXID TRIM ORIFICE	PARAMETER		62. CELL AMBIENT TEMPERATURE	63. FUEL CAVITY TEMP	64. NDZZLE LAND TEMP.	65. SKIN TEMP. NO. 1		67. SK IN TEMP. NO. 3	68. SK IN TEMP. ND. 4	69. SK IN TEMP. NO. 5	TO. SK IN TEMP. NO. 6	71. SK IN TEMP. NO. 7	72. SKIN TEMP. NO. 8	TEMP.	74. SKIN TEMP. NO. 10	75. SK IN TEMP. NO. 11	TEMP.	77. SK [N TEMP. NO. 13	78. SK IN TEMP. NJ. 14	79. SKIN TEMP. NO. 15	908	81. SKIN TEMP. NO. 17		2 SKIN TEMP	A SK IN TEMP	

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AT 0.3720 IN2 AE 15.1360 IN2 NOM 0.0 LBS/SEC NOM 0.0 PEG.FAHR 77.7 366.6 353.3 DEG.FAHR 77.7 366.6 353.3 DEG.FAHR 77.8 389.9 407.4 DEG.FAHR 77.9 1280.8 11281.8 DEG.FAHR 77.1 1373.0 1381.3 DEG.FAHR 77.1 1373.0 1381.3 DEG.FAHR 77.1 1054.3 1C58.7 DEG.FAHR 77.1 1054.3 1C58.7 DEG.FAHR 77.1 113.7 114.9 DEG.FAHR 77.1 113.7 114.9 DEG.FAHR 77.1 1283.0 1280.5 DEG.FAHR 77.1 1283.0 1280.5 DEG.FAHR 77.1 1283.0 1280.5 DEG.FAHR 77.1 1283.0 1280.5 DEG.FAHR 77.1 1283.0 1280.5 DEG.FAHR 77.1 1385.8 1112.1	STATIC 360.0 T7.7 366.6 T7.7 366.6 T7.7 366.6 T7.7 366.6 T7.7 366.6 T7.7 366.6 T7.7 366.6 T7.7 360.3 T7.7 360.3 T7.7 360.3 T7.7 360.3 T7.7 360.3 T7.7 360.6 T7.7 360.6 T7.7 360.6 T7.7 360.3 T7.7 360.3 T7.7 360.3 T7.7 360.3 T7.7 360.3 T7.7 360.3 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.1 T7.7 1275.2 T7.7 1275.2 T7.7 1275.2 T7.7 1275.2 T7.7 1275.2 T7.7 1275.2 T7.7 1275.2 T7.7 1275.2 T7.7 1275.2	FRELIMINARY TEST REPORT — 02/H2 ENGINE S/N T/C AE 15.1360 INZ FUEL NOM 0.0 LBS/SEC OXID NOM 0.0 LBS/SEC FSG NOM 0.0 LBS/SEC FSG NOM 0.0 LBS/SEC FSG NOM 0.0 LBS/SEC SKITA PARAMETERS SYMBOL UNITS STATIC 360.0 TAMB DEG.FAHR 77.7 366.6 FCT DEG.FAHR 77.7 366.6 SKNT3 DEG.FAHR 75.5 156.4 SKNT1 DEG.FAHR 75.5 1416.1 SKNT3 DEG.FAHR 75.5 1416.1 SKNT3 DEG.FAHR 73.5 1416.1 SKNT1 DEG.FAHR 73.5 1416.1 SKNT1 DEG.FAHR 73.5 1416.1 SKNT1 DEG.FAHR 73.5 1416.1 SKNT1 DEG.FAHR 73.5 1416.1 SKNT1 DEG.FAHR 73.5 1416.1 SKNT1 DEG.FAHR 73.5 1416.1 SKNT1 DEG.FAHR 73.5 1416.1 SKNT1 DEG.FAHR 73.5 1416.1 SKNT1 DEG.FAHR 73.5 1627.7 SKNT1 DEG.FAHR 73.5 1627.7 SKNT1 DEG.FAHR 73.8 1121.8 SKNT1 DEG.FAHR 73.8 1121.8 SKNT1 DEG.FAHR 73.8 1121.8 SKNT1 DEG.FAHR 73.8 1833.0 SKNT1 DEG.FAHR 73.8 1833.0 SKNT1 DEG.FAHR 73.8 1833.0 SKNT1 DEG.FAHR 73.8 1833.0
- 02/12 - 1360 - 00 -	T/C AT 0.37720 I T/C AE 15.1360 I FUEL NOM 0.0 COXID NOM 0.0 COXID NOM 0.0 CSG	14.41 PSIA 14.41 PSIA 15.25 HRS 15.25 HRS 1000.0 SEC
	PRELLM	14.41 PSIA 1525 HRS 1000.0 SEC 0.0 MMH 0.0 N204 0.0 LOOD 0.0 N204 0.0 LOOD 0.0 MMH 0.0 N204 0.0 LOOD 0.0 MMH 0.0 N204 0.0 MMH 0.0 N204 0.0 MMH 0.0 N204 0.0 MMH 0.0 N204 0.0 MMH 0.0 N204 0.0 MMH 0.0 N204 0.0 MMH 0.0 N204 0.0 MMH 0.0 N204 0.0 MMH 0.0 N204 0.0 MMH 0.0 N204 0.0 MMH 0.0 N204 0.0 MMH 0.0 N204 0.0 MMH 0.0 M

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•	8911 03/18/86 A-2 4359 S/N	7. 666	409.1	383.9	0.0 359.2	234.6	396.1	1404.1	890.3	1445.2	608.0	325.6	2,46.9	0	374.2	323.5	374.9	357.8	374.9
	DA TE CELL NU S/N S/N	960.0	400.5	379.6	0.0	299.0	403.3	1403.4	885.5	1446.8	609.8	325.1	298.0	0.0	371.9	321.2	368.1	349.9	370.0
	MUDEL TEST TEST TEST 1/C S 1/C S	9000	399.6	376.2	0.0	840.5	406.0	1402.1	873.2	1454.2	607.8	328.4	298.5	0.0	393.8	330.0	373.3	339.5	364.8
~ Z		840.0	386.3 368.1	374.2	0.0	836.7	417.5	1398.4	-91.2 864.4	1455.7	614.9	346.4	291.3	0.0	400.2	339.6	373.0	326.2	383.1
ENGINE S/N	S E C C	780.0	387.9	374.1	0.0	832.9	584.3	1397.1	838.4	1455.5	634.0	739.6	117.3	0.0	436.0	388.9	372.2	365.5	427.7
	20 INZ 60 INZ LBS/SEC LBS/SEC	ST AT IC	77.7	73.8	0.0	74.5	73.5	74.7	73.2	73.6	74.1	74.3	75.1	, c	73.8	711.7	71.9	73.5	73.7
REPORT - 02/H2	AT 0.37720 AE 15.1360 NUM 0.0 NUM 0.0 NOM 0.0	AMELIEKS UNITS	DEG.FAHR DEG.FAHR	DEG. FAHR	DFG.FAHR	DEG. FAHR	DEG.FAHR DEG.FAHR	DEG. FAHR	DEG. FAHR Deg. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	UEG. PANK	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG.FAHR
- PRELIMINARY TEST	T/C T/C T/C FUEL OXID FSG DSG	SYMBOL UNIT	TAMB			1	SKNTS		SKNT8	SKNTIO	SKNT12	S KNT13	S KNT 14	SKNITS	SKNT17	SKNT18	SKNT19	SKNT20A	SKNTZIA
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MODEL	PSIA HRS SEC MMH N204		ш																
Ĭ	14.41 1525 1008.0 0.0		TEMPERATURE				40.4			. 9 :		i 6	5 1	2		. «	9 0	V C	21 A
P716 REV.01/08/86	BARDWETRIC PRESSURE TIME OF RUN LENGTH OF RUN FUEL SP.GR. 60/60 OXID SP.GR. 60/60 FUEL TRIM ORIFICE OXID TRIM ORIFICE	PARAMETER	62. CELL AMBIENT TEMP	NOZZL			69. SKIN TEMP. NO. 5	SKIN TEMP.	2. SKIN TEMP. NO. 8	IN TEMP	75. SKIN TEMP. NO. 1	SKIN TEMP.	z	79. SKIN TEMP. NO. 1	80. 81 CK TN TEMP ND 1	CK IN TEMP	CK IN TEMP	TEMD	TEMP.
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	j j		LBS/SEC LBS/SEC		OPF PA CUR PSIU PSIA	0.0 0.067 0.0 0.013 0.0 0.017 0.0 0.080 0.0 0.081	0.0 0.069 0.0 0.011 0.0 0.081 0.0 0.083	0.0 0.070 0.0 0.079 0.0 0.083 0.0 0.086
	PAGE		0000		DPU CCR PSIU	00000	00000	00000
					TOTAL Impulse LB-sec		00000	00000
			FSG NOM (60/60) OSG NOM (60/60) FUEL NOM			75. 75. 74. 72.	74. 73. 70. 69.	74. 73 72. 71.
			FSG 0 SG FUEL 0 XID		UFT FFT Deg.fahr	72. 72. 72.	73. 73. 73. 73.	73. 73. 73.
		KE F.			FFP	194. 195. 195. 196.	198. 199. 199. 199. 199.	200. 201. 202. 202. 202.
	-	TEST REP.			OFP P S I A	298. 298. 298. 298. 298.	348. 348. 348. 348.	373. 371. 371. 371.
	S/N	98	AL S	>	IN P	1.823 1.823 1.833 1.841 1.841	1.853 1.859 1.858 1.858	1.866 1.872 1.872 1.872
RON	ENG INE	04/08/86	NOM INAL IN 2 IN 2	SUMMARY	INF** COR SEC	00000	00000	00000
E TEXTRON	02/ H2	04/08/86 -	PROP ELL ANT 37720 3 *****	F DATA	FISP FEST SEC	342.0 344.2 347.5 349.4 350.1	338.5 340.4 341.1 342.3	335.2 337.0 337.6 338.2
A ERCS PACE	1		E ANG PROJ AT (AMB) AE (AMB)	CE TES	NF ++ + COR	00000	00000	00000
	ST REPORT	DAT E	€ .	PERFORMANCE TEST	***F INF*** TEST COR LBS LBS	58.59 59.02 59.64 60.01	66.40 66.86 67.06 67.25	70.16 70.26 70.42 70.66
BELL	ARY TEST	A-2		PER	C*.	6040. 6062. 6104. 6110. 6122.	5883. 5894. 5912. 5927. 5933.	5783. 5798. 5807. 5818.
	- PRELIMINA	CELL	TEST	:	WT OT LB/SEC	.171295 .171469 .171635 .171725	.196147 .196437 .196506 .196709	.209315 .208465 .208578 .208994
	1	4362				00000	00000	00000
	1168	4360 -			***RATI 0*** Test cor	6.015 0.6.007 0.6.001 0.5.991 0.5.986 0.	7.016 0. 7.006 0. 6.997 0. 6.986 0.	7.557 0 7.501 0 7.488 0 7.486 0
	MODEL	TE STS					0.00	0.0 7 0.0 7 0.0 7 0.0 7
	2	Æ	`		MEASURED ***PC*** PRESS ROUG PSIA PERC	885.2 865.3 86.3	95.0 95.3 95.7 96.0	99.7 99.5 99.7 100.1
	98				DATA #	4.00	00.64	1 3 3 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
	01/08/		S/N S/N VE S/N		DUR C	2.0	5.0	5.0
-	P716 REV.01/08/86		CHAYBER S/N INJECTOR S/N F/DX VALVE S/N	•	TEST NO.	4360A	4361	4.362

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	8911 04/08/86 A-2 4360A S/N	4	121.0 433.0 80.4 69.2 84.0 67.6 182.0 223.6 182.0 72.8 69.3 943.0 74.1 711.7 74.1 74.1 74.1 74.1
	. NO DATE CELL NU S/N S/N	4.0	1117.0 428.9 80.3 69.7 69.7 67.0 193.5 106.2 203.1 172.2 72.2 866.0 683.1 73.2 73.2 73.2 73.2 73.2 73.2 73.2 73.2
	MODEL TEST TEST TEST 1/C S INJ S	3.0	109.5 413.9 80.2 69.8 84.0 66.4 147.6 131.1 159.8 140.5 71.0 71.0 71.0 71.0 71.0 71.0 71.0 71.0
	•	2.0	100.8 403.5 80.2 70.2 70.2 84.1 66.3 108.9 108.9 107.5 69.1 169.6 239.9 70.9 70.9 71.0 70.9 71.0
ENGINE S/N	S E C	1.0	91.3 80.0 70.1 83.9 66.4 74.0 83.6 77.1 66.5 108.8 108.8 70.8 70.8 70.8 70.8 70.8
	20 IN2 60 IN2 LBS/SEC LBS/SEC	ST AT IC	833 7000 7000 7000 663 663 663 663 663 663 663 663 663
REPORT	AT 0.37720 AE 15.1360 NOM 0.0 NOM 0.0 NOM 0.0	PARAMET ERS UNITS	DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR DEG.FAHR
- PRELIMINARY.TEST.REPORT 02/H2	1/C 1/C FUEL 0X1D FSG 0SG	EXTRA PARA SYMBOL	TAMB FCT NLT SKNTI SKNT3 SKNT3 SKNT3 SKNT5 SKNT6 SKNT7 SKNT7 SKNT1
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MODEL	14.23 PSIA 1456 HRS 5.0 SEC 0.0 MMH 0.0 NZ04		TEMPERATURE EMP. 1
P716 REV.01/08/86	BAROMETRIC PRESSURE TIME OF RUN LENGTH CF RUN FUEL SP.GR. 60/60 OXID SP.GR. 60/69 FUEL TRIM ORIFICE OXID TRIM ORIFICE	PARAMETER	62. CELL AMBIENT TEMP 64. NUZZLE LAND TEMP 65. SKIN TEMP. NO. 1 66. TUB WALL TEMPERAT 67. SKIN TEMP. NO. 3 68. SKIN TEMP. NO. 5 70. SKIN TEMP. NO. 6 71. SKIN TEMP. NO. 6 71. SKIN TEMP. NO. 6 72. SKIN TEMP. NO. 6 73. SKIN TEMP. NO. 1 74. SKIN TEMP. NO. 1 75. SKIN TEMP. NO. 1 76. SKIN TEMP. NO. 1 76. SKIN TEMP. NO. 1 77. SKIN TEMP. NO. 1 78. SKIN TEMP. NO. 1 78. SKIN TEMP. NO. 1 79. SKIN TEMP. NO. 1 79. SKIN TEMP. NO. 1 79. SKIN TEMP. NO. 1 79. SKIN TEMP. NO. 1 79. SKIN TEMP. NO. 1 79. SKIN TEMP. NO. 1 79. SKIN TEMP. NO. 1 79. SKIN TEMP. NO. 1 79. SKIN TEMP. NO. 1 79. SKIN TEMP. NO. 1 79. SKIN TEMP. NO. 1 79. SKIN TEMP. NO. 1 70. SKIN TEMP. NO. 1 70. SKIN TEMP. NO. 1 70. SKIN TEMP. NO. 1 70. SKIN TEMP. NO. 1 70. SKIN TEMP. NO. 1 70. SKIN TEMP. NO. 1

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•	8911 04/08/86 A-2 4361 S/N	4.4	147.9	80.7	129.8	84.6	228.9	381.6	324.4	33 7.4	283.7	159.6	137.0	11/3.8	0.4.00	264.0	652.0	6.761	153.8	147.8	153.6	355.2	380.7	913.6	1218.4	
	NO SATE SELL NO NA VAL	4.0	141.3	1.444	133.1	84.6	228.6	353.6	303.0	306.1	260.0	160.9	138.0	1084.3	0.818	1.146	613.5	124.5	155.2	147.2	152:4	336.2	358.7	903.9	1129.1	
	MODEL 1E ST 0 1E ST 0 17C S 1NJ S,	3.0	130.9	440•1 80•5	141.1	84.5	228.4	302.0	262.9	252.1	218.1	164.1	140.9	862.1	662.1	441.6	517.7	159.3	158.3	146.1	150.7	297.5	314.2	741.0	905.0	
-	•	2.0	118.5	434.6	149.2	84.5	228.8	257.8	229.1	210.6	184.6	166.2	144.2	590.0	472.1	327.3	390.5	164.1	160.6	145.7	149.7	257.0	268.6	544.7	630.8	
ENGINE S/N		1.0	91.6	393.4	156.3	84.5	25672	225.0	205.6	180.0	163.9	168.4	146.7	312.5	288.8	233.2	252.2	167.0	161.1	145.6	149.7	217.3	226.3	325.4	343.1	
2/ H2	20 IN2 S0 IN2 LBS/SEC LBS/SEC	ST AT 1C	84.3	185.2	158.3	84.5	229.9	214.3	200.0	169.0	156.2	170.8	148.1	254.3	242.3	214.5	214.2	166.9	160.5	145.6	149.7	203.3	214.4	266.3	274.3	ı
REPORT - 0	AT 0.37720 AE 15.1360 NOM 0.0 NOM 0.0 NOM 0.0 NDM 0.0	UNITS	DEG.FAFR	DEG.FAHR	DEG FAHR	DEG. FAHR	DEG.FAHR	DEG.FAHR	DEG. FAHR	DEG.FAHR	DEG.FAHR	DEG.FAHR	DEG.FAHR	DEG.FAHR	DEG.FAHR	DEG.FAHR	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG FAHR	DEG . FAHR	DEG. FAHR	
BELL - PRELIMINARY TEST	T/C AT 0. T/C AE 15 T/C AE 15 FUEL NOM 0. OXID NOM 0. ESG NOM OSG NOM EXTRA PARAMETERS	SYMBOL	1	FCT									SKNT9	KNT 10	KNT11		KNT13	S KNT 14	S KNT 1.5	KNT 16				SKNTODA	S KNT 21 A	
M00EL 8911	14.23 PSIA 1501 HRS 5.0 SEC 0.0 MMH 0.0 N204		RA TURE			u.																				
P716 REV.01/08/86	~ E	PARAMETER	62. CELL AMBIENT TEMPERATURE	FUEL CAVITY	64. NOZZLE LAND TEMP.	•	•	CK IN TEMP	SK IN TEMP	CK IN TEMP	SKIN TEMP	SK IN TEMP	CK IN TEMP	4. SK IN TEMP.	SK IN TEMP.	SK IN TEMP.	SK IN TEMP.	CK IN TEMP	CV IN TEVD	ON TEMP	OK IN TEMP	• 15 NI VO •	Z. ON TEMP. NO. 1	S. SKIN TERP. NO.	S4. SKIN TEMP. NO. 204	SAIN TEMP NO.

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	_	8911 04/08/86 A-2 4362 \$3N		4.4	170.9	476.3	169.7	85.2	280.6	430.0	368.2	365.3	177.8	155.1	1274.8	964.9	727.8	228.7	232.1	240.1	249.8	439.8	475.8	1391.4	
		L NO DATE CELL NO S/N S/N		4.0	161.5	475.8	1.4.1	85.3	280.2	399.4	346.1	340.7	1.022	156.2	1183.3	848.9	1.850	236.2	236.1	539.9	249.4	420.5	453.6	1248.8	
		MODEL 1E ST 1E ST TE ST 1/C S INJ S F/OX		3.0	143.6	474.5	188.6	85.2	279.9	343.0	304.6	280.1	242.3	159.0	559.0	140.4	538.2	26.5	243.6	239.3	248.6	381.4	408.1	825.1	1
	1 -	•		2.0	120.1	470-1	80.8	85.1	280.2	295.2	269.0	232.1	208.0	162.2	670.0	542.1	416.4	4 13.0	250.0	238.5	248.0	340.9	361.7	618.4	140.1
Z	ENGINE S/N	S E C		1.0	96.4	439.5	320.6	85.2	280.5	259.5	244.6	198.2	184.3	0.74	364.4	344.3	319.0	334.1	252.3	237.7	247.3	301.4	319.3	392.8	1.00+
FAIRUN	- 02/H2 EN	20 IN2 50 IN2 LBS/SEC LBS/SEC		ST AT IC	85.2	277.8	80.1	85.2	281.2	248.1	238.7	184.4	176.5	189.1	298.9	292.8	298.4	294.1	252.1	237.4	247.2	287.4	306.7	316.5	322.1
AERUSPACE	REPORT - (AT 0.37720 AE 15.1360 NOM 0.0 NOM 0.0 NOM 0.0	MET ERS	UNITS	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG FARK	DEG FAHR	DEG . FALR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG.FAPR		DEG. FAFR	DEG.FAFR	DEG. FAHR	DEG.FAHK	DEG . FAFR	DEG . FAPR	DEG . FAHR	DEG . FAHR	DEG . FAFR	DEG.FAFR
BELL	- PRELIMINARY TEST	1/C 1/C 1/C FUEL 0X19 FSG 0SG	EXTRA PARAMETERS	SYMBOL				SKNII							CKNTID					SKNT16				SKNTZOA	SKNT21A
	MODEL 8911.	. 23 PSIA 503 HRS 5.0 ŒC 0 MMH 0 NZ04			191	5																			
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	P716 REV.01/08/86	BAROMETRIC PRESSURE TIME OF RUN LENGTH OF RUN FUEL SP.GR. 60/60 OX ID SP.GR. 60/60 FUEL TRIN ORIFICE	OXID TRIM ORIFICE	PARAMETER	į	62. CELL AMBIENT TEMP 43. EDET CAVITY TEMP	NOZZL	5.	10g x	NI XS	SKIN	40 CKIN TEMP		SKINT	-		75. SKIN TEMP.	T ZI XS	-	SK IN	O. SKIN	X IX		83. SKIN TEMP.	-
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	- PRELIMINARY TES	64 CELL A-2	TEST		WTOT LB/SEC	.231210 .231222 .231296	.231392 .231742_	173922 174427 174828 175083	.175841								
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u.	8911 04/09/86 A-2 4363	:	5.5	163.5	584.1	70.9	0.0	73.9	350.1	279.4	365.2	276.7	13.1	7.67	1.2961	64 4.1	761.1	81.3	80.1	76.2	.81.7	313.0	344.5	1106.3	1027.4
	DA TE CELL CELL NO SZN SZN		4.0	143.1	549.9	7.74	0	10.7	243.3	192.8	248.2	191.1	76.8	72.4	0.0601	491.3	613.0	11.6	76.4	74.0	16.1	238.5	259.4	869.8	1317.6
	MUDEL TE ST TE ST TE ST T/C S 1NJ S	-	3.0	129.6	508.5	413.0	0.0	70.5	179.5	148.3	190.9	150.6	74.2	71.6	817.1	354.7	475. C	15.5	74.0	73.2	13.1	186.2	198.8	666.6	1012.3
·	•		2.0	113.9	430.9	40%	200	70.8	129.9	109.8	142.3	112.2	71.9	10.9	484.0	200.6	298.6	74.0	73.0	73.2	72.7	137.1	142.6	422.1	8 • 609 -
ENGINE S/N	E E		1.0	9.46	281.2	398.1	0.0	70.4	87.7	78.2	89.0	19.5	10.8	10.6	157.7	2.671	113.7	73.2	72.4	73.3	72.6	89.9	86.9	163.7	198.0
	0 IN2 0 IN2 1 LBS/SEC LBS/SEC		STATIC	85.9	71.3	71.6	7.0	70.3	68.7	68.2	65.3	65.6	68.7	4.69	70.9	10,66	71.6	73.0	72.3	72.9	72.2	71.7	71.7	70.9	71.4
REPORT - 02/H2	AT 0.37720 AE 15.1360 NOM 0.0 NOM 0.0 NOM 0.0	MET ERS	UNITS	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHK	DEG. FAHR	DEG - FAHR	DEG . FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG FAFK	DEG TATE	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG FAHR	DEG. FAFR	DEG. FAHR	DEG . FAHR	DEG.FAHR
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PAGE	_															ļ						
	8911 04/09/86 A-2 4364 S/N	7.8	179.1	442.2	120.9	397.2	741.0	2.019	538.4	260.2	198.2	1572.5	815.9	901.6	149.9	.154.1	152.9	173.0	551.8	579.8	1180.1	1 (45.5
:	NO TE CELL NO NO NO NO NO NO NO NO NO NO NO NO NO	4.0	151.9	437.2	144.1	378.1	520.0	439.0	416.7	286.1	225.4	1211.2	649.2	131.3	162.0	173.1	149.1	7.991	444.5	4 10.4	952.0	1356.5
	MUDEL TEST TEST TEST TEST INJ F/OX	3.0	137.8	433.8	151.6 0.0	378.9	465.4	398.4	364.3	295.9	234.0	1046.5	512.0	651.8	165.1	180.5	149.6	164.1	414.6	436.4	848.2	1 108-6
-1		2.0	120.1	429.9	160.9 0.0	379.7	417.7	363.7	325.7	306.5	243.0	835.1 I	479.2	535.9	167.3	187.0	149.5	162.5	384.0	401.9	721.7	936.4
ENGINE S/N_1		1.0	102.2	414.2	169.3	380.6	382.0	338.9	300.5	317.8	252.2	604.3	395.0	407.3	167.6	190.9	149.1	161.5	354.5	371.6	579.8	679.5
- 02/H2 EN	IN2 IN2 LBS LBS	STAT IC	89.5	244.2	170.5	381.9	369.8	333.0	291.5			530.5	488.1	368.4	166.9	191.4	148.2	160.7	343.0	363.3	524.2	584.6
T.REPORT - 0	m •0000	UNITS	DEG. FAHR	DEG . FAHR	DEG.FAHR	DEG. FAHR	DEG.FAHR	DEG.FAHR	DEG.FAHR	DEG. FAHR	DEG . FAHR	DEG . FAHR	DEG. FAHR Deg. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAPR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG.FAHR
- PRELIMINARY_TEST_R		SYMBOL	TAMB DE		SKNT1 DE	SKNT3 DE			SKNT6 DE		1	۰ م	SKNT11 DE	i m	<u>\$</u>	SKNT15 DE	9	- 21	!	_	⋖ •	SKNT21A DE
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	4365 - 4366 CELL A-2 DATE 04/10/86 - 04/10/86 TE	TESTS 4365 - 4366 CELL A-2 DATE 04/10/86 TEST REF. S/N TEST HARDMARE AND PROPELLANT NOW INALS T/C AT (AMB) .37720 IN2 T/C AE (AMB) ******* IN2	TESTS 4365 - 4366 CELL A-2 DATE 04/10/86 TEST REF. TEST HARDHARE AND PROPELLANT NOW INALS T/C AT (AMB) .37720 IN2 USG NUM (60/60) 0.0 LBS/SEC 'Y / PERFORMANCE TEST DATA SUMMARY	TESTS 4365 - 4366 CELL A-2 DATE 04/10/86 - 04/10/86 TEST REF. TEST HARDWARE AND PROPELLANT NOW INALS T/C AE(AMB) ****** INZ WEASURED WEASURED DATA *****PC**** ****RATI D**** WITOT C* **** INS*** INF*** CF OFF FFD FFT TUIAL DPU UPF POTT FFT TUIAL DPU UPF POTT PSIA PSIA PERC PSIO PSIU PSI PSIA PSIA DEG.FAHR LB-SEC PSIO PSIU PSI	TESTS 4365 - 4366 CELL A-2 DATE 04/10/86 TEST REF. TEST HARDHARE AND PROPELLANT NOW INALS T/C AE(AMB) ****** INZ LUXID NOW T/C AE(AMB) ****** INZ FOR VALVE S/N T/C AE(AMB) ****** INZ T/C AE(AMB) ****** INZ T/C AE(AMB) ****** INZ T/C AE(AMB) ****** INZ T/C AE(AMB) ****** INZ TEST CAR (AMB) ****** INZ TEST CAR (AMB) ****** INZ TEST CAR (AMB) ****** INZ TEST CAR (AMB) ****** INZ TEST CAR (AMB) ****** INZ TEST CAR (AMB) ****** INZ TEST CAR (AMB) ****** INZ TEST CAR (AMB) ****** INZ TEST CAR (AMB) ****** INZ TEST CAR (AMB) ****** INZ TEST CAR (AMB) ****** INZ TEST CAR (AMB) ****** INZ TEST CAR (AMB) ****** INZ TEST CAR (AMB) ****** INZ TEST CAR (AMB) ******* INZ TEST CAR (AMB) ******* INZ TEST CAR (AMB) ******* INZ TEST CAR (AMB) ******* INZ TEST CAR (AMB) ********** INZ TEST CAR (AMB) ************** INZ TEST CAR (AMB) ************************************	TEST 4365 - 4366 CELL A-2 DAIE 04/10/86 TEST REF. THORMARE S/N FLOX VALVE S/N HASURED TO AELAMB1 ****** IN2 FLOEL NUM TO AELAMB1 ****** IN2 FLOEL NUM TO AELAMB1 ****** IN2 FLOEL NUM TO AELAMB1 ****** IN2 FLOEL NUM TO AELAMB1 ****** IN2 FLOEL NUM TO AELAMB1 ****** IN2 FLOEL NUM TO AELAMB1 ****** IN2 FLOEL NUM TO AELAMB1 ****** IN2 FLOEL NUM TO AELAMB1 ******* IN2 FLOEL NUM TO AELAMB1 ******* IN2 FLOEL NUM TO AELAMB1 ******* IN2 FLOEL NUM TO AELAMB1 ******* IN2 FLOEL NUM TO AELAMB1 ******* IN2 FLOEL NUM TO AELAMB1 ************************************	TESTS 4365 - 4366 CELL A-2 DAFE 04/10/86 TEST REF. TEST HARDMARE AND PROPELLANI NOWINALS FOR NOW 160/601 0.0 LUSS NOW 160/601 0.0	TESTS 4365 - 4366 CELL A-2 DATE 04/10/86 TEST REF. TEST HARDARE AND PROPELLANI NOW INALS FOR UNIT (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 LBSY FUEL NOW (60/60) 0.0 0.0 0.0 0.0 0.0 LBSY FUEL NOW (60/60) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	TESTS 4365 - 4366 CELL A-2 DATE 04/10/86 TEST REF. TEST HARDHARE AND PROPELLANI NOWINALS FSG NUM (60/60) 0.0 LBS/ NIM (60/60) 0.0 NIM (60/6	TESTS 4365 - 4366 CELL A-2 DATE 04/10/86 - 04/10/86 TEST REF. TEST HARDARE AND PROBELLANT NOWINALS FSS NUM (60/60) 0.0 LBSY NUM (60/60	TESTS 4365 - 4366 CELL A-2 DATE 04/10/86 TeST RETS. TEST HARDARE AND PROPELLANT MONINALS FSS NUM 160/601 0.0 LESY	FEGINS S/N FEGINS	FESTS 4365 - 4366 CELL A-2 DATE GAVID/86 - GAVID/86 TEST REF. FEST HERDARE AND REPRELAMINAS FSC. NOW 160/601 0.0 ECTOR S/N K.VALVE S	TESTS 4385 - 4366 CELL 4-2 DAIE 04/10/86 - 04/10/96 TEST REF. FETOR S/N FET	TESTS 4385 - 4366 CELL A-2 DAIE DAVIDORS - 04.107% TEST HARDARE MINE PART TEST HARDARE	TESTS 4355 - 4556 CELL A-2 DATE DAVIDORA TESTS REP. TOWARDS STATE TO THE TOWARD THE TOW

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36	PRELIMINARY.TE	77	FU	FS	EXTRA	SYMBOL	TAMB	N N	SKNT1	SKNT3	SKNT	SKNT6	SKNT7	SKNT8	S KNT 10	SKNTII	SKNT12	SKNTI3	SKNI 14	CKNTIS	SKNT 17	S KNT 18	SKNT19	SKNT20A	17 mm												
	MODEL 8911	PSIA HRS	SHC SHAIR SH	NZ 04																												Barb Stands - sees on					
	₹.	14.22	10.2	D•0			TEMPERA TURE								:					:																	
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	P716. REV	BAROMETRIC PR	FUEL SP.	FUEL TRIM	מאוס ואו	PARAMETER	62. CELL	•	65. SK IN		69. SK IN			73. SK IN						×		¥	.	84. SK IN 85. SK IN											1	14	

14.22 PSIA	. 116		AT) !	MOVEL	EL NO	8911	
		FUEL FUEL OXID FSG FSG	NON	ب ب ⊶ .	NZ BS/SEC BS/SEC		TEST TEST TEST TAST	,	04/10/86 A-2 4366	
		EXTRA PARAMETERS	•	•			F /0x	VAL	N/S	•
		SYMBOL	UNITS	ST AT IC	1.0	2.0	3.0	4.0	5.0	9.6
	•	TAMB	DEG. FALR	78.3	83.3	2.06	4.96	1 06.9	112.8	151.4
		ביי ביי	DEG . FAHR	73.1	279.0	423.9	493.2	527.8	548.2	586.2
		SKNTI	DEG - FAHR	73.3	73.4	72.2	71.6	70.8	69.2	66.3
		•		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	1	SKNT3	DEG. FAHR	0.69	68.8	- 6.89	69.3	70.3	. 71.3	127.1
		SKNT4	DEG. FAHR	68.1	88.0	132.9	182.3	241.3	315.4	633.4
		SKNTS	DEG. FAHR	67.1	75.2	101.7	134.7	171.8	224.2	529.0
		SKNT6	DEG. FAHR	63.2	93.4	152.8	189.0	240.3	307.0	779.0
		SKNTB	DEG. FAHR	65.3	66.1	67.1	68.6	69.6	8.2	86.2
		SKNT9	DEG . FAHR.	. 65.2.	66.2	67.2	67.1	68.4	69.3	82.0
		S KNT 10	DEG. FAHR	7.07	144.8	437.0	700.1	927.5	1104.7	1514.1
		SKNT11	DEG. FAHR	70.1	150.9	1.505	2002	402.4	1396.0	4.8861
•	1	S KNT 13	DEG. FAHR	72.6	140.5	432.0	681.9	876.4	1012.3	1334.0
		S KNT 14	DEG. FAHR	74.6	74.8	15.1	15.3	76.2	78.5	88.5
		S KNT 15	DEG . FAHR.	73.7	74.1	74.8	75.3	75.7	17.1	88
		SKNI IS	DEG. FAHR	73.6	73.6	76-4	74.5	76.3	79.8	101
		S KNT 18	DEG . FAHR	70.9	88.3	139.8	191.5	246.8	298.2	510.0
:		S KNT 19	DEG. FAHR	9.69	84.7	141.3	198.9	261.0	318.9	560.0
		SKNT20A	DEG. FAHR	72.8	161.5	431.5	688.0	902.5	•	1515.5
		SKNT21A	DEG. FAHR	71.4	171.0	494.3	810.8	1072.0	1273.7	1802.3

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ENGINE S/N 1	CELL A-2 DATE 04/14/86 - 04/14/86 TEST REF.	I NOM INAL S
LIMINARY TEST REPORT - 02/H2 ENGINE S/N 1	CELL A-2 DAI E 04/14/86 -	TEST HARDWARE AND PRUPELLANT NOW INALS
8911 - PREL	4367 - 4368	
MODEL	TESTS	
P716 REV.01/08/86		
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INJECTOR S/N F/OX VA! VF S/N	CHAMBER S/N INJECTOP S/N F/OX VALVE S/I						1	TEST HAR	INC AT	AND PRUPE (AMB)	.37720 *****	IN 2 IN 2 IN 2	NAL S			12 Z	NOM 160	(09/09	000	LBS/	BS/SEC
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TEST	DUR		MEASURED ****PC***		***RATI 0***	***0	WTOT	. *	# *	Z	#	INF##	T.	OFP	FFP U	UFT FF	-	TOTAL	0 4 0	OPF	A
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147																					
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P716 REV.01/08/86 MODEL 8911 -	· PRELIMINARY TEST	REP	H2	ENGINE S/N					PAGE U	5
BARDWETRIC PRESSURE 14.47 PSIA	2/1		720 IN2 360 IN2			MODE!	MODEL NO TEST DATE	891 1 04/14/86		
TH OF RUN 300.0	FUE	N S		SEC		TE ST		A-2		
FUEL SP.GR. 60/60 0.0 MMH CAID SP.GR. 60/60 0.0 N204	FSG PSG PSG		_	3		1 / C	S)		
OXID TRIM ORIFICE	EXTRA PA	AMETERS				F /0 X	VAL	N/S	`	
P AR AM ET ER	SYMBOL	UNITS	ST AT IC	1.0	2.0	3.0	4.0	5.0	10.0	15.0
A GIT A GO THE TENDED A 1177 CA	TAMB	DEG. FAHR	85.8	91.5	.01	127.1	144.6	157.3	217.6	265.4
CAVITY	-	DEG. FAHR	336.2	427.9	521.8	572.6	597.2	61 0.7	634.0	642.8
NOZZLE LA	NLT	DEG. FAHR	336.3	335.6	57.	368.7	75	380.6	390.6	393.3
. TUB WALL TEA	17.1	DEG. FAHR	83.6	83.7	•	83.6	83.6	83.0	2 5	200
	CVMT3			0.04	40,5	0 ° 0 0 7	401.0	402.4	441.5	529.2
67. SKIN TEMP. NO. 3	SKNTS	DEG. FAHR		360.3	385.3	419.3	3.5	503.9	728.6	406.1
IN TEMP	SKNTS	DEG. FAHR		329.2	347.6	374.5	401.9	444.5	632.5	784.0
SK IN TEMP NO.	SKNT6	DEG.FAHR		257.3	277.1	308.8	352.0	401.9	657.4	838.6
1. SKIN TEMP. NO.	SKNT7	DEG. FAHR	1	229.1	249.8	279.0	315.4	357.8	570.5	719.1
SK IN TEMP . NO.	SKNTB	DEG. FAHR		245.7	237.9	230.5	224.1	218.4	166.3	161.3
SKIN TEMP. NO.	PINAS PINAS	DEG TAHK		7.707	7.07	190°4 922, 6	1095.3	1226.2	1579.5	1708.5
SK IN TEMP	SKNTII	DEG. FAHR	1	448.1	628.6	804.7	4.146	1062.2	1355.2	1457.5
TEMP. NO. 1	SKNT12	DEG. FAHR		404.0	481.1	563.5	631.1	685.3	836.1	901.7
SK IN TEMP.	S KNT 13	DEG. FAHR		421.0	545.5	656.4	739.1	801.6	954.2	1001.1
SKIN TEMP . NO.	SKNT14	DEG. FAHR		325.3	319.1	307.5	294.7	282.2	232.9	202-1
SKIN TEMP.	S KNT 15	DEG. FAHR		321.3	225.3	301.2	325.3	325.2	324.9	324.9
SKIN TEMP NO.	SKNTID	DEG. FALR	1	337.0	336.6	336.3	335.7	334.9	332.6	329.6
TEMP NO.	S KNT 18	DEG. FAHR		510.9	542.1	573.4	604.5	36	787.4	426.3
SKIN TEMP.	SKNT19	DEG. FAHR	- 1	537.3	565.1	595.8	625	654.		911.5
4. SK IN TEMP. NO.	S KNT 20 A	DEG. FAHR	440.1	521.2	135.4	532.3	1093.8	1219.6	1687.9	1548.3
85. SK IN TEMP. NO. 21A	SKNIZIA	UEG. TARK	0.144	13.4	0.211					
19										

FULL STATE	STATE STAT	The Original Color Color	~ ~! 0	PSIA HRS SFC	1/C 1/C FUEL		20 IN2 50 IN2 LBS/SE	SEC		MODEL TEST TEST	EL NO ST DATE ST CELL	8911 04/14/86 A-2		
REAL AGE FOR VALLE SYMBOL UNITS STATIC ZOLO 29.4 GOLO GOLO 150.0 150	FUX WILE FUR OR FICE FUR A PARMETERS FUN WILE STATE 20.0 29.4 60.0 90.0 120.0 150	The Oriente Eatra parmeters Fig. 2016 25.4 60.0 90.0 120.0 150	SP.6R. 60/60 0.0 SP.6R. 60/60 0.0 TP IM DR IFICE	MMH N2 04	0X 10 F S G 0S G	NON	i I	SEC		TES 17C INJ	SNS	4368	:	
PARAMETERY TEMPERATURE TYME DECFEHA 195.2 60.0 90.0 12	FELL AMERICATIVE TAME DECEMBER 36.2 30.0 29.4 GO. 90.0 120.0 130.0 120.0 130.0 120.0 130.0 120.0 130.	PARTICIPATION PARTICIPATIO	TR IN		⋖	RAMET ERS				F 7.	VAL	z	•	
Charles Taylog Charles Charl	Color Applicative Taylor Color	FIG. CAVITY TEAP COLOR 196. 200. 200. 200. 200. 200. 200. 200. 20	PARAMETER		S Y MBOL	į	ST AT IC	0	6		0.06	120.0	150.0	180.0
NOTE CAVITY E-PP NOTE CEF FARE 356.3 390.9 386.2 386.2 394.2 379.6 379.1	NUZILE LAND TEND	NOTICE LAND TRIP NOTICE LAND	2. CELL AMBIENT		⋖	DEG . FAHR	85.8	300.8	352.3	426.1	411.2	366.8	361.2	364.0
NUZILE LEND THPP. NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL TEMPERATURE NUL MALL NUL MALL TEMPERATURE NUL MALL NUL MA	NOTE THE AND THEN. NIT DEGFARM 33.6 34.4 85.2 370.6 370.7 373. NIT THEN AND 3 SKWT THEN AND 3 SKWT THEN AND 3 SKWT THEN AND 3 SKWT THEN AND 3 SKWT THEN AND 3 SKWT THEN AND 4 SKWT THEN AND	NUT TEGERAND TEMPO TO THE COLOR OF THE COLOR	3. FUEL CAVITY T		7.57	DEG . FAFR	336.2	647.1	650.5	662.5	662.8	0.649	8.659	660.0
SKINT PRINCIPATIONS SKINT DEGFARM STATE	String S	Name Part	. NOZZLE LA		NLT TEL	DEG. FAHR	336.3	390.9	388.3	384.2	379.6	375.7	373.9	373.0
SKWT DEG FARR 4013 655.4 E11.6 1101.5 1101.9 1101.0 1101.8 SKWT DEG FARR 4013 655.4 E11.6 1101.5 1101.9 1101.5 1101.9 1101.5 1101.9 1101.5 1101.9 1101.5 1101.9 1101.5 1101.9 1101.5 1101.9 1101.5 110	SKIN TEN- NO. 3 SKINT DEC-FARR 400.3 SKINT DEC-FARR 400.3 SKINT DEC-FARR 25.8 SKINT DEC-F	SKIN TEPP 101. SKIN TEPP 101.	JUB WALL		E .	טבט• דאהא	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0
SKIN TEPP NO. 4 SKINT DEG, FARR 351,8 1034,1 11312, 2135,2 1135,6 1131,0 1121,9 1122, SKINT PEPP NO. 5 SKIN TEPP NO. 6 SKIN TEPP NO. 6 SKIN TEPP NO. 6 SKINT DEG, FARR 221,8 806,1 873, 9 940,5 973,9 973,9	SKNIT BEG-FARR 251-8 992-1 1016-5 1172-3 1172-6 1185-1 1161-6 1175-6 1185-1 1185-6 1185-1 1185-6 1185-1 1185-6 1185-1 1185-6 1185-1 1185-6 1185-1 1185-6 1185-1 1185-6 1185-1 1185-6 118	SKIN FEW. NO. 4 SKIN FEW. NO. 4 SKIN FEW. NO. 4 SKIN FEW. NO. 4 SKIN FEW. NO. 5 SKIN FEW. NO. 6 SKIN FEW. NO. 6 SKIN FEW. NO. 6 SKIN FEW. NO. 6 SKIN FEW. NO. 6 SKIN FEW. NO. 6 SKIN FEW. NO. 7 SKIN FEW. NO. 1 SKIN F	SKIN TEMP. NO.		SKNT3	DEG. FAHR	403.3		817.6	1102.5	1091.9	10401	018.6	1011.4
SKNTS DEG-RAMP 244-6 1033-5 1122-3 1122-3 1122-3 1122-1 1104 SKNT FORD NO. 7 SKNT FORD NO. 7 SKNT FORD NO. 7 SKNT FORD NO. 7 SKNT FORD NO. 7 SKNT FORD NO. 7 SKNT FORD NO. 7 SKNT FORD NO. 7 SKNT FORD NO. 7 SKNT FORD NO. 7 SKNT FORD NO. 7 SKNT FORD NO. 9 SKNT FORD NO. 10	5 KKIT PERS NO. 5 SKNTS DEG-RAPR 284.6 944.6 1033.5 102.3 1102.1 1104. 5 KKIT PERS NO. 6 KKIT PERS NO. 6 KKIT PERS NO. 6 KKIT PERS NO. 7 SKNT	SKITTS GEFFARM 22-8 692-1 100-5 1172-3 1172-3 1172-1 1122-3 1172-	SKIN TEMP. NO.		SKNT4	DEG. FAHR	351.8	t	1183.2	1355.6	1388.1		:	1372.9
SKIN FEPT. NO. 7 SKIN FEPT. NO. 7 SKIN FEPT. NO. 8 SKIN FEPT. NO. 8 SKIN FEPT. NO. 8 SKIN FEPT. NO. 10 SKIN FEPT. NO. 10 SKIN FEPT. NO. 10 SKIN FEPT. NO. 11 SKIN FEPT. NO. 12 SKIN FEPT. NO. 12 SKIN FEPT. NO. 13 SKIN FEPT. NO. 13 SKIN FEPT. NO. 14 SKIN FEPT. NO. 15	SKIN TEMP NO. 7 SKIN TEMP NO. 7 SKIN TEMP NO. 7 SKIN TEMP NO. 9 SKIN TEMP NO. 9 SKIN TEMP NO. 10 SKIN TEMP NO. 10 SKIN TEMP NO. 10 SKIN TEMP NO. 11 SKIN TEMP NO. 11 SKIN TEMP NO. 11 SKIN TEMP NO. 12 SKIN TEMP NO. 12 SKIN TEMP NO. 12 SKIN TEMP NO. 13 SKIN TEMP NO. 14 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 19 SKIN TEMP NO. 21	SKIN 1999 NO. 9 SKIN 1999 NO. 9 SKIN 1999 NO. 9 SKIN 1999 NO. 9 SKIN 1999 NO. 9 SKIN 1999 NO. 9 SKIN 1999 NO. 9 SKIN 1999 NO. 1 SKIN 1	9. SK IN TEMP. NO.		SKNTS	DEG. FAHR	324.8		1016.5	1172.3	1192.8	_ ^	1164.4	1160.9
SKINT FERD GEG FARR 222.6 262.5 310.8 502.8 310.8 618.1 618.2 618.1 618.2	SKINB GEG-FAR 202-6 302-6 302-6 302-6 302-6 302-6 302-6 302-6 302-6 302-6 302-6 302-7 202-6 302-7 302-8 <	SKIN TEPP NO. 8 SKNIN TEPP NO. 8 SKNIN TEPP NO. 8 SKNIN TEPP NO. 8 SKNIN TEPP NO. 1 SKNIN TEPP NO	SKIN TEMP. NO.		· • •	DEG FAHR	221.8		878.4	535.9	940.5		929.8	١ ~
SKINT DEC FARR 205.1 166.7 173.1 173.9 133.7 266.8 133.7 266.8 133.7 266.8 133.7 266.8 133.7 266.8 133.1 173.9 133	SKNTP OF SKN	SKIN TEMP NO. 9 SKIN TEMP NO. 9 SKIN TEMP NO. 9 SKIN TEMP NO. 9 SKIN TEMP NO. 9 SKIN TEMP NO. 11 SKIN TEMP NO. 12 SKIN TEMP NO. 12 SKIN TEMP NO. 13 SKIN TEMP NO. 13 SKIN TEMP NO. 13 SKIN TEMP NO. 13 SKIN TEMP NO. 13 SKIN TEMP NO. 14 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 17 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 19	SK IN TEMP NO.		2	DEG. FAFR	252.6	1	330.8	505.1	579.3	618.1	631.7	634.6
SKIN TEPP NO. 10 SKNII DEG-FARR 365.6 1149.4 106.4 1167.9 11721.3 1721.	SKINTLO DEGFEARR 395-0 1763-1769-1773-1773-1773-1773-1773-1773-1773-177	SKIN TERP, NO. 110 SKWII DEG. FAHR 304.0 1504.3 1100.4 1178.3 11	SK IN TEMP. NO.		19	DEG. FAHR		9	177.8	238.1	286.8	313.7	333.1	347.3
SKIN TEMP NO. 12 SKIN TEMP NO. 12 SKIN TEMP NO. 12 SKIN TEMP NO. 12 SKIN TEMP NO. 12 SKIN TEMP NO. 13 SKIN TEMP NO. 13 SKIN TEMP NO. 13 SKIN TEMP NO. 1494 SKIN TEMP NO. 1494 SKIN TEMP NO. 1494 SKIN TEMP NO. 1494 SKIN TEMP NO. 1494 SKIN TEMP NO. 1494 SKIN TEMP NO. 1494 SKIN TEMP NO. 1494 SKIN TEMP NO. 1494 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 204 S	SKN112 DEG-FAHR 395-0 1942-1 1008-1 1	SKIN TEPP. NO. 11 SKNI11 DEG-FARR 395-0 193-1 959-0 195-1 199-1 1	. SKIN TEMP. NO. 1		10	DEG. FAHR	- 1	4	1766.7	763.	1737.9	1723.3	1718.8	713
SKIN TEMP NO. 12 SKIN TEMP NO. 13 SKIN TEMP NO. 13 SKIN TEMP NO. 14 SKIN TEMP NO. 14 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 17 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 20 SKIN TEMP NO	SKIN TEMP NO. 12 SKNI TEMP NO. 13 SKNI TEMP NO. 13 SKNI TEMP NO. 14 SKNI TEMP NO. 14 SKNI TEMP NO. 14 SKNI TEMP NO. 15 SKNI TEMP NO. 15 SKNI TEMP NO. 15 SKNI TEMP NO. 15 SKNI TEMP NO. 16 SKNI TEMP NO. 19 SKNI TEMP NO. 19 SKNI TEMP NO. 19 SKNI TEMP NO. 19 SKNI TEMP NO. 19 SKNI TEMP NO. 19 SKNI TEMP NO. 19 SKNI TEMP NO. 21 SKNI TEMP NO	SKNITS TEPP NO. 12 SKNITS TEPP NO. 12 SKNITS TEPP NO. 13 SKNITS TEPP NO. 14 SKNITS TEPP NO. 15 SKNITS TEPP NO. 15 SKNITS TEPP NO. 15 SKNITS TEPP NO. 15 SKNITS TEPP NO. 16 SKNITS TEPP NO. 18 SKNITS	SKIN TEMP. NO. 1	•	1:	DEG. FAHR		٠ ي	1504.3	508	1502.4	1493.0	1487.3	487
SKIN TEMP NO. 14 SKNT19 DEG, FAPR 30.20 SKIN TEMP NO. 14 SKNT17 DEG, FAPR 30.20 SKNT TEMP NO. 15 SKNT17 DEG, FAPR 30.20 SKNT TEMP NO. 15 SKNT TEMP NO. 15 SKNT TEMP NO. 15 SKNT TEMP NO. 15 SKNT TEMP NO. 16 SKNT TEMP NO. 18 SKNT TEMP NO. 18 SKNT TEMP NO. 18 SKNT TEMP NO. 18 SKNT TEMP NO. 18 SKNT TEMP NO. 18 SKNT TEMP NO. 18 SKNT TEMP NO. 18 SKNT TEMP NO. 18 SKNT TEMP NO. 20A SKNT TEMP NO. 2	SKIN TEMP NO. 14 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 20A SKIN TEMP NO.	SKIN TEPP NO. 13 SKIN TEPP NO. 15 SKIN TEPP NO. 15 SKIN TEPP NO. 15 SKIN TEPP NO. 15 SKIN TEPP NO. 15 SKIN TEPP NO. 16 SKIN TEPP NO. 16 SKIN TEPP NO. 16 SKIN TEPP NO. 17 SKIN TEPP NO. 18 SKIN TEPP NO. 18 SKIN TEPP NO. 18 SKIN TEPP NO. 18 SKIN TEPP NO. 18 SKIN TEPP NO. 18 SKIN TEPP NO. 20 SKIN TEPP NO. 20 SKIN TEPP NO. 21 SKIN TEPP NO	SKIN TEMP. NO. I	* 3	7.	DEG.FARR		، ب	0.866	982.8	4.14.6	393.2	990.0	6.666
SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 21 SKIN T	SKNTTEMP. NO. 15 SKNTS DEG.FAHR 321.4 192.1 171.0 158.5 155.4 153.9 151 SKNTTEMP. NO. 15 SKNTTEMP. NO. 15 SKNTTEMP. NO. 16 SKNTTEMP. NO. 16 SKNTTEMP. NO. 17 SKNTTEMP. NO. 18 SKNTTEMP. NO. 18 SKNTTEMP. NO. 19 SKNTTEMP. NO. 21A SK	SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 10 SKIN TEMP NO	SKIN TEMP. NO. I		2 2	DEG FAHR	-1	1029.2	168.8	155.6	1 52.8	150.7	149.6	7.0401 7.4841
SKIN TEPP NO. 16 SKIN TEPP NO. 17 SKIN TEPP NO. 17 SKIN TEPP NO. 17 SKIN TEPP NO. 17 SKIN TEPP NO. 17 SKIN TEPP NO. 17 SKIN TEPP NO. 17 SKIN TEPP NO. 19 SKIN TEPP NO. 19 SKIN TEPP NO. 19 SKIN TEPP NO. 19 SKIN TEPP NO. 19 SKIN TEPP NO. 19 SKIN TEPP NO. 21 SKIN TEPP NO	SKIN TEMP, NO. 16 SKIN TEMP, NO. 17 SKIN TEMP, NO. 17 SKIN TEMP, NO. 17 SKIN TEMP, NO. 17 SKIN TEMP, NO. 17 SKIN TEMP, NO. 21A SKIN TEMP, N	SKIN TEPP. NO. 16 SKIN TEPP. NO. 16 SKIN TEPP. NO. 16 SKIN TEPP. NO. 16 SKIN TEPP. NO. 17 SKIN TEPP. NO. 17 SKIN TEPP. NO. 18 SKIN TEPP. NO. 19 SKIN TEPP. NO. 19 SKIN TEPP. NO. 19 SKIN TEPP. NO. 19 SKIN TEPP. NO. 19 SKIN TEPP. NO. 19 SKIN TEPP. NO. 19 SKIN TEPP. NO. 19 SKIN TEPP. NO. 21A S	SKIN TOND NO. I		<u>+</u> -	DEG. FAUR		192.1	171.0	158.50	155.4	153.9	151.9	150.5
SKIN TEMP. NO. 17 SKIN TEMP. NO. 17 SKINTIB DEG.FAHR 497.4 1050.2 1218.4 153.4 1658.5 1640 SKINTIB DEG.FAHR 497.4 1050.2 1218.4 153.4 1658.5 1640 SKIN TEMP. NO. 19 SKINTIB DEG.FAHR 440.1 1769.6 1787.7 1770.2 1753.6 1	SKIN TEMP. NO. 17 SKIN TEMP. NO. 18 SKINTIN DEG.FAHR 497.4 1050.2 1218.4 1635.4 1659.5 1600 SKIN TEMP. NO. 18 SKINTIN DEG.FAHR 528.3 1024.6 1186.7 1496.8 1570.1 1882.8 1570. SKIN TEMP. NO. 20A SKIN TEMP. NO. 21A SKINTIN TEMP. NO. 21B SKINTIN TEMP. NO. 21B SKINTIN TEMP. NO. 21B SKINTIN TEMP. NO. 21B SKINTIN TEMP. SK	SKIN TEMP NO. 17 SKIN TEMP NO. 17 SKIN TEMP NO. 17 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 20A SKIN TEMP NO. 105-4-1516-8-1516-8-1516-16-16-8-1516-16-16-8-1516-16-16-8-1516-16-16-8-1-16-8-1-16-8-15-16-8-16-8	SKIN TEMP, NO. 1		2 2	DEG. FAHR	325.0	325.1	326.1	330.1	334.0	336.2	336.2	335.8
2. SKIN TEMP. NO. 18 5. SKIN TEMP. NO. 20 5. SKIN TEMP. NO. 21 5. SKIN TEMP. NO. 21 6. SKIN TEMP. NO. 21 7. SKIN T	2. SKIN TEMP. NO. 18 SKNTIB DEG-FARR 497-4 1050-2 1218-4 1535-4 1658-5 1660 5. SKIN TEMP. NO. 219 SKNT20A DEG-FARR 440-1 1769-6 188-7 1770-1 158-8 1570-1 158-8 1570-1 5. SKNT21A DEG-FARR 441-6 1641-3 1660-1 1654-1 1644-6 1629-0 1623-4 1644-6 1629-0 1623-4 1644-6 1654-1 1644-6 1629-0 1623-4 1644-6 1641-3 1660-1 1654-1 1644-6 1629-0 1623-4 1644-6 1641-4 1641-4 1641-4 1641-4 1644-6 1629-0 1623-4 1644-6 1641-4 1641-4 1641-4 1641-4 1644-6 1629-0 1623-4 1644-6 1641-4 1641-4 1641-4 1644-6 1629-0 1623-4 1644-6 1644-	2. SKIN TEMP NO. 18 SKNT8 DEG-FARR 497.4 1050.2 1218.4 1518.8 1600.8 1600.8 1660.8 16	SKIN TEMP. NO. I		11	DEG. FAHR	336.8	327.3	323.6		319.2	317.8	314.8	12
3. SKIN TEMP. NJ. 19 5. SKIN TEMP. NJ. 19 5. SKIN TEMP. NJ. 20A 5. SKIN TEMP. NJ. 21A 5. SKIN TEMP. NJ. 21A 5. SKIN TEMP. NJ. 21A 5. SKIN TEMP. NJ. 21A 5. SKIN TEMP. NJ. 21A 6.	3. SK IN TEMP. ND. 19 5. SK IN TEMP. ND. 19 5. SK IN TEMP. ND. 20A 5. SK IN TEMP. ND. 21A 5. SK IN TEMP. ND. 21A 6. SKNIZIA DEG-FAHR 441.6 1641.3 1660.1 1654.1 1644.6 1629.0 1623	3. SK IN TEMP. ND. 19 SKNIZIA DEGEFARR 528.3 1024.6 1186.7 1470.8 11970.1 1785.8 1217 5. SK IN TEMP. NO. 20A SKNIZIA DEG.FAHR 441.6 1641.3 1660.1 1694.1 1644.6 1629.0 1623.5 1623 SKNIZIA DEG.FAHR 441.6 1641.3 1660.1 1694.1 1644.6 1629.0 1623.5 1623 SKNIZIA DEG.FAHR 441.6 1641.3 1660.1 1694.1 1644.6 1629.0 1623.5 1623 ADOME AND SKNIZIA DEG.FAHR 441.6 1641.3 1660.1 1694.1 1644.6 1629.0 1623.5 1623 SKNIZIA DEG.FAHR 441.6 1641.3 1660.1 1694.1 1644.6 1629.0 1623.5 1623	2. SKIN TEMP. NO.	#(<u>†</u>	81	DEG.FAHR	4.164	10 50 . 2	1218.4	1518.8	1635.4	1658.5	•	1660.6
4. SKIN TEMP. NO. 20A SKNT21A DEG-FAHR 441.6 1641.3 1660.1 1654.1 1644.6 1629.0 1623	4. SKIN TEMP. NO. 20A 5. SK IN TEMP. NO. 21A SKNT21A DEG.FAHR 441.6 1641.3 1660.1 1654.1 1644.6 1629.0 1623	4. SKIN TEMP. NO. 20A 5. SKIN TEMP. NO. 21A SKNIZIA DEG-FAHR 441.6 1641.3 1660.1 1654.1 1644.6 1623.5 1623.5 1623.6 Model of the skin temp. No. 21A SKNIZIA DEG-FAHR 441.6 1641.3 1660.1 1654.1 1644.6 1623.5 162	3. SKIN TEMP. NO.	A di Constant Constan	61	DEG. FAHR	528.3	1024.6	1186.7	1496.8	1570-1	•	•	15//-3
SKIN TEMP, NO. 21A SKNIZIA DEG-FAHK 441.0 LOUIS	SKIN TEMP. NO. 21A SKNIZIA DEG-FARK 441.00 1041.53 100041 1034-11 1044-10 1055-10 1055-11 1054-11 105	OF POOR QUALITY	4. SKIN TEMP. NO. 2		₹ .	DEG. FAHR	1.044	1769.6	1784.9	1787.7	1770.2	•	•	0.4471
		OF POOR QUALITY	. SK IN TEMP. NO. 2		SKNIZIA	DEG. FAHR	.	6 • 1 • 01	10001	*		•	•	
		OF POOR QUALITY												
		POOR QUALITY											OF	G e
		OR QUALITY											PO	Mara.
	Y			(C)									OR	, m
	Y	JALITY												_
		E IS LITY											UA	
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5 PAGE QUALITY POOR 04/14/86 1166 1/C S/N INJ S/N F/DX VAL S/N TEST DATE
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No. 100.0 200.0	STATE STAT	ESSURE 14.47 1439	PSIA .	3/1	AT 0.377 AE 15.13	20 IN2 60 IN2	(MODEL TEST C	NO NO TE	8911 04/14/86 8-2		
FOR THE PROPERTY TEMPERALINE TAME DECLEMENT STATIC 1.0 2.0 3.0 4.0 5.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	CELL APPLIEDE	0.00 300.0 60/60 0.0 60/60 0.0	SE C 44H 42 04	PUE OX I PS G	0.00 MON 0.00 MON 0.00 MON	LBS	SEC		TE ST 1/C	SAN	4369		
Character Char	FIG. CANTY TENDERLY TREERLY TO THE TAND DEC. FARM STATIC 1.0 2.0 34.5 4.6 4.6 4.6 4.6 4.6 4.6 4.6 4.6 4.6 4.6	FUEL TRIM ORIFICE OXIO TRIM ORIFICE		3	AMET ERS				F /0	VAL	Z	,	
The property The	CELL AMBIENT TEMERATIONE			SYMBOL		ST AT 1C	1.0				•	0	15.0
The main The main	The color The	127		TAMB	DEG . FAHR	93.8	1001	106.2	114.2	122.2	130.9	166.3	187.2
NUT TENDER AND TENDER	Mail	EILE AFDIEN		FCT	DEG. FAHR	80.0	200.9	343.5	428.4	4.73.0	492.3	522.5	532.6
10 WALL TEMPORATURE	10 WALL TEMPORALUME	NOZZLE LA		NLT	DEG. FAHR	80.1	209.8	266.4	294.4	309.8	320.4	339°8 89.6	340.1
SKIN TEPP NO. 3 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 4 SKIN TEPP NO. 5 SKIN TEPP NO. 4 SKIN TEPP NO. 5 SKIN T	SKIN TEPP, NO. 3 SKNIT DEG, FAR 713, 8 714, 1 13, 7 13, 1 13, 7 13, 1 13, 7 13, 1 13, 7 1	TUB WALL		141	DEG. FAHK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SKIN TEPP (N. 4	SKIN TEPPO NO. 15 SKIN TEPPO NO. 15 SKIN TEPPO NO. 15 SKIN TEPPO NO. 15 SKIN TEPPO NO. 10 SKIN TEPPO NO	SK IN TEMP , ND.		SKNT3	DEG. FAHR	73.8	13.9	13.1	13.1	14.6	15.6	113.3	212.0
SKIN TEPP. NO. 5 SKIN TEPP. NO. 5 SKINT DEGLETAR 66.5 75.4 91.0 111.0 144.1 177.2 219.1 214.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.1 519.2 519.2 519.1 519.2 519.1 519.2	SKIN TEPP. VI. 5 SKNT DEG-FAHR 64.0 SKNT SEG-FAHR 64.0 SKNT SEG	SKIN TEMP. NO.		SKN14	DEG. FAHR	71.2	84.1	113.9	147.4	185.6	234.1	1.964	9 6
SKINT FREE NO. 5 SKINT DEGE FARE 622-7 74.3 1613 134.2 1648 72.0 34.1 SKINT DEGE FARE 622-7 74.3 1613 134.2 1648 72.0 34.1 SKINT FREE NO. 9 SKINT FREE NO. 12 SKINT DEGE FARE 70.4 71.0 71.2 71.1 SKINT DEGE FARE 70.4 71.0 71.2 72.0 72.0 72.0 72.0 72.0 72.0 72.0 72	SKIN FIRE NO. 5 SKNT SKNT SKNT SKNT SKNT SKNT SEC. 74.3 101.3 134.2 104.8 104.5 104.	. CN . dwal NI XS .		SKNTS	DEG. FAHR	68.5	75.4	98.2	121.2	177.2	2194.0	514.7	737.1
SKIN TEMP NO. 19 SKIN TEMP NO. 10. 8 SKIN TEMP NO. 20A SKIN	SKIN TEMP 101. 8 SKIN TEMP 101. 9 SKIN TEMP 101. 9 SKIN TEMP 101. 9 SKIN TEMP 101. 9 SKIN TEMP 101. 9 SKIN TEMP 101. 9 SKIN TEMP 101. 9 SKIN TEMP 101. 1 SKIN TEMP 10	TEMP. NO.		SKN16 SKN17	DEG FAHR	62.2	74.3	101.3	134.2	165.8	204.3	448.4	632.8
SKNT TEPP NO. 12 SKNTID DEG. FARR 70.4 70.6 71.2 71.1 72.0 72.1 1464.9 SKNTID DEG. FARR 70.4 10.0 5.0.1 10.0 5.0.1 10.0 31.1	SKIN TEMPON NO. 13 SKIN 19 GE, FARR 70.4 70.4 70.4 70.4 70.4 70.4 70.7 11.2 71.1 72.0 72.7 74.9 75.2 71.1 5.1 71.1 72.0 72.7 72.1 72.0 72.7 72.1 72.1 72.0 72.7 72.1 72.0 72.2 72.0 72.0 72.0 72.0 72.0 72.0	SKIN IFRE AD		SKNT8	DEG. FAHR	4.69	71.0	72.1	13.0	74.5	75.5	0.06	126.2
SKIN TEPP NO. 10 SKINTIO DEG. FAHR 75.6 134.2 520.1 699.6 199.1 1599.0 SKINTIO DEG. FAHR 75.6 134.2 520.1 699.6 698.1 1599.0 SKINTIO DEG. FAHR 80.0 92.9 165.1 281.0 376.0 434.7 1695.0 SKIN TEPP NO. 13 SKIN TEPP NO. 13 SKINTIO DEG. FAHR 80.1 60.7 81.9 83.3 84.4 86.0 99.0 SKINTIO DEG. FAHR 80.7 81.9 81.9 81.3 84.4 86.0 99.0 SKINTIO DEG. FAHR 80.7 80.8 81.6 81.5 84.0 84.0 89.0 SKINTIO DEG. FAHR 80.7 80.8 81.6 81.5 84.0 84.0 89.0 SKINTIO DEG. FAHR 80.7 80.8 81.6 81.5 84.0 84.0 89.0 SKINTIO DEG. FAHR 80.7 80.8 81.6 81.5 84.0 84.0 89.0 SKINTIO DEG. FAHR 80.7 80.8 81.6 81.5 84.0 84.0 89.0 SKINTIO DEG. FAHR 77.7 81.3 134.1 80.2 234.3 283.7 521.3 SKIN TEPP NO. 19 SKIN TEPP NO. 18 SKINTED NO. 18 SKINTIO DEG. FAHR 77.7 89.0 126.2 234.3 283.7 521.3 SKIN TEPP NO. 19 SKIN TEPP NO. 204 SKIN TEPP NO. 204 SKINTIO DEG. FAHR 77.7 89.0 126.2 234.3 283.7 521.3 SKIN TEPP NO. 204 SKIN TEPP NO. 204 SKINTIO DEG. FAHR 77.7 130.5 355.4 578.2 769.5 926.5 1372.7 TATT NO. 204 SKIN TEPP	SKIN TEPP NO. 15 SKINTI DEG_FAIR 75.5 131.2 501.1 699.6 88.1 1559.0 SKINTI DEG_FAIR 80.0 92.9 169.1 699.6 88.1 1559.0 SKINTEP NO. 15 SKINTI DEG_FAIR 80.0 108.8 294.1 699.6 88.1 1559.0 SKINTI DEG_FAIR 80.1 80.7 80.7 80.7 80.9 89.0 SKINTI DEG_FAIR 80.1 80.7 80.7 80.7 80.9 89.0 SKINTI DEG_FAIR 80.1 80.7 80.7 80.9 89.0 SKINTI DEG_FAIR 80.1 80.7 80.7 80.7 80.7 80.7 80.7 80.7 80.7	SKIN TEMP NO.		SKNT9	DEG. FAHR	70.4	10.6	71.2	71.1	72.0	12.1	78.0	87.5
SKIN TEPP NO. 12 SKNI12 DEG-FARR 75.3 111.5 310.2 520.1 970.0 871.1 657.0 SKNI12 DEG-FARR 80.0 108.8 254.1 602.1 519.4 660.0 854.1 657.0 SKNI13 DEG-FARR 80.0 108.8 254.1 602.1 519.4 660.0 854.1 657.0 SKNI14 DEG-FARR 80.0 108.8 254.1 602.1 519.4 660.0 854.1 660.1 854.1 660.1 854.1 660.1 854.1 660.1 854.1 660.1 854.1 660.1 854.1 660.1 854.1 660.1 854.1 660.1 854.1 660.1 854.1 660.1 854.1 660.1 854.1 660.1 854.1 660.1 854.1 660.1 854.1 660.1 854.1 660.1 854.1 854.1 660.1 854	SKWI12 DEG.FARR 75.3 111.5 350.1 376.0 454.1 655.0 55.1 11.2 55.1 11.2 5.2 11.1 281.0 376.0 454.1 655.0 55.1 11.2 5.2 11.1 281.0 376.0 454.1 655.0 55.1 11.2 5.2 11.2	SKIN TEMP NO.		S KNT 10	DEG. FAHR	75.6	134.2	391.1	628.1	838.8	1 009.2	469.9	1629.5
SKIN TEMP NO. 12 SKIN TEMP NO. 12 SKIN TEMP NO. 12 SKIN TEMP NO. 13 SKIN TEMP NO. 14 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 18 SKIN TEMP NO. 20 SKIN TEMP NO	SKIN TEMP NO. 12 SKIN 12 SKIN 12 SKIN 12 SKIN 13 SKIN 14 SKIN 15 SKI	SK IN TEMP . NO. 1		SKNT11	DEG. FAHR	75.3	111.5	310.2	281.0	376.0	454.1	685.0	182.3
SKIN TEMPOND: 13 SKINTS DEG-FARR 80.4 80.9 83.3 84.4 86.0 99.0 SKIN TEMPOND: 15 SKINTS DEG-FARR 80.7 80.1 80.2 81.1 82.2 84.0 85.7 107.5 SKIN TEMPOND: 15 SKINTS DEG-FARR 80.7 80.1 80.2 81.3 84.0 85.7 107.5 SKIN TEMPOND: 18 SKINTS DEG-FARR 77.7 91.9 194.0 85.7 107.5 SKIN TEMPOND: 18 SKINTS DEG-FARR 77.7 91.9 194.0 85.7 107.5 SKIN TEMPOND: 18 SKINTS DEG-FARR 77.7 91.9 194.0 85.7 107.5 SKIN TEMPOND: 19 SKINTS DEG-FARR 77.7 91.9 194.0 85.7 107.5 SKIN TEMPOND: 19 SKINTS DEG-FARR 77.7 91.9 194.0 85.7 107.5 SKIN TEMPOND: 20A SKINTS DEG-FARR 77.7 91.9 1130.5 355.4 578.2 769.5 1372.7 SKIN TEMPOND: 20A SKINTS DEG-FARR 77.1 137.8 373.3 602.0 1432.1 SKIN TEMPOND: 20A SKIN TEMPOND:	SKN114 DEG. FARR 81.4 81.1 81.2 84.4 86.0 99.0 SKN11 FERP ND. 15 SKN114 DEG. FARR 80.6 80.9 81.1 82.2 84.0 84.9 85.0 SKN115 DEG. FARR 80.6 80.9 81.1 82.2 84.0 84.0 89.0 SKN116 DEG. FARR 80.7 81.1 81.2 81.3 81.7 82.6 99.2 SKN116 DEG. FARR 80.7 81.1 81.2 81.3 81.7 82.8 99.2 SKN117 DEG. FARR 80.7 81.1 81.2 81.3 81.7 82.8 99.2 SKN119 DEG. FARR 77.7 89.0 134.4 180.2 232.3 283.7 107.5 SKN119 DEG. FARR 77.7 137.9 17.2 87.0 20.0 42.3 8 SKN120 DEG. FARR 77.7 137.9 17.2 87.0 17.2 87.0 17.2 87.0 87.0 17.2 87.0 87.0 17.2 87.0 87.0 87.0 87.0 87.0 87.0 87.0 87.0	SKIN TEMP. NO. 1	: 1	SKNI 12 CKNT 13	DEG. FAHR	000	108-8	254.1	402.1	519.2	8 0 19		937.1
SKIN FEMP. NO. 15 SKINT SKINT SKINTS BOLG BOLG BULD BL. 1 BL. 2 BL. 0 BL	SKIN TEMPO NO. 15 SKINTS DEG-FARR 80.6 80.9 81.1 81.2 84.0 84.6 93.2 SKIN TEMPO NO. 16 SKINT DEG-FARR 80.7 81.1 81.2 81.2 81.7 107.5 SKIN TEMPO NO. 18 SKINTS DEG-FARR 77.7 89.9 11.9 12.2 22.2 28.1 107.5 SKIN TEMPO NO. 204 SKINTS DEG-FARR 77.7 89.9 12.9 12.2 22.3 283.7 107.5 SKIN TEMPO NO. 204 SKINTS DEG-FARR 77.7 89.9 12.9 12.2 22.3 283.7 121.3 SKIN TEMPO NO. 204 SKINTS DEG-FARR 77.7 187.8 93.9 12.9 12.3 283.7 121.3 SKIN TEMPO NO. 204 SKINTS DEG-FARR 77.7 187.8 92.0 125.2 170.2 22.9 26.5 1372.7 SKIN TEMPO NO. 204 SKIN TE	SKIN TEMP NO.		SKNT 14	DEG. FAHR	81.4	81.7	81.9	83.3	84.4	86.0	66	109.7
SKIN TEMP NO. 16 SKNI16 DEG-FARR 80.7 81.1 81.2 81.0 82.0 SKNI17 DEG-FARR 80.7 81.0 81.5 81.0 85.7 107.5 SKNI TEMP NO. 18 SKNI TEMP NO. 18 SKNI TEMP NO. 20A SK	SKIN TEMP. NO. 16 SKNT16 DEG. FARR 80.7 81.1 81.2 81.1 107.5 SKN TEMP. NO. 17 SKNT19 DEG. FARR 77.7 91.9 134.4 180.2 324.3 283.7 521.3 SKN TEMP. NO. 19 SKNT19 DEG. FARR 77.7 91.9 1134.4 180.2 234.3 283.7 521.3 SKNT19 DEG. FARR 77.7 91.9 1134.4 180.2 234.3 283.7 521.3 SKNT19 DEG. FARR 77.7 137.8 91.0 125.2 170.2 219.0 1432.1 SKNT19 DEG. FARR 77.7 137.8 91.0 125.2 170.2 191.9 926.5 1372.7 SKN TEMP. NO. 21A SKNT21A DEG. FARR 77.1 137.8 373.3 602.8 793.9 926.5 1372.7 SKN TEMP. NO. 21A SKNT21A DEG. FARR 77.1 130.5 355.4 578.2 769.5 926.5 1372.7	SKIN TEMP. NO.		S KNT 15	DEG. FAHR	90.08	80.9	81.1	82°5	84.0	84. 8	95.0	104.8
SKIN TEMP NO. 18 SKNT18 SKNT19 SKNT	SKIN TEMP. N3. 17 SKNT18 DEG.FARR 77.7 91.9 134.4 180.2 232.3 283.7 521.3 SKNT19 DEG.FARR 77.7 91.9 134.4 180.2 232.3 283.7 521.3 SKNT19 DEG.FARR 77.7 137.8 93.9 134.4 180.2 232.3 283.7 521.3 SKNT19 DEG.FARR 77.7 137.8 93.9 134.4 180.2 232.3 283.7 521.3 SKNT19 DEG.FARR 77.7 137.8 93.9 134.4 180.2 232.3 283.7 521.3 SKNT21A DEG.FARR 77.7 137.8 93.9 134.4 180.2 232.3 283.7 132.7 SKNT21A DEG.FARR 77.7 137.8 93.9 137.7 1432.1 SKNT21A DEG.FARR 79.1 130.5 955.4 578.2 769.5 1372.7 SKNT21A DEG.FARR 79.1 130.5 955.4 578.2 769.5 1372.7	SKIN TEMP. NO.		SKNT16	DEG. FAHR	200.7	2.0	81.2	81.3	96	85.7	ر 10 ح	128.1
SKIN TEMP NO. 18 SKNITGO DEGLEARR 77.7 89.0 125.2 219.6 260.9 423.8 SKIN TEMP NO. 20A SKIN TEMP NO. 20A SKIN TEMP NO. 21A SKIN TEMP NO. 21A SKIN TEMP NO. 21A SKIN TEMP NO. 21A SKIN TEMP NO. 20A SKIN TEMP NO. 21	SKIN TEMP NO. 18 SKINTON DEGLEMR 17.7 89.0 125.2 170.2 219.6 260.9 423.8 SKIN TEMP NO. 20A SKIN TEMP NO. 20A SKINTZIA DEGLEMR 77.7 137.8 373.3 602.8 796.2 14932.1 SKIN TEMP NO. 20A SKINTZIA DEGLEMR 79.1 130.5 355.4 578.2 769.5 276.5 1372.7 SKIN TEMP NO. 20A SKINTZIA DEGLEMR 79.1 130.5 355.4 578.2 769.5 1372.7 DOUBLE NO. 20A SKINTZIA DEGLEMR 79.1 130.5 355.4 578.2 769.5 1372.7 SKIN TEMP NO. 20A SKINTZIA DEGLEMR 79.1 130.5 355.4 578.2 769.5 1372.7	SK IN TEMP . NJ.		SKNIII	DEG. TARK	7.77	000	134.4	180.2	232.3	283.1	21	728.8
SKIN TEMP NO. 214 SKINTZIA DEG.FAHR 77.7 137.8 373.3 602.8 799.3 962.0 1432.1 SKIN TEMP NO. 21A SKINTZIA DEG.FAHR 79.1 130.5 355.4 578.2 769.5 1372.7 SKIN TEMP NO. 21A JONA DEG.FAHR 77.7 137.8 375.4 578.2 769.5 1372.7 SKIN TEMP NO. 21A SKINTZIA DEG.FAHR 77.7 137.8 375.4 578.2 769.5 1372.7	SKIN TEMP. NJ. 204 SKIN TEMP. NJ. 21A SKINZIA DEG.FAHR 77.7 137.8 373.3 602.6 195.3 962.0 1432.1 SKIN TEMP. NJ. 21A SKIN TEMP. NJ. 21A SKINZIA DEG.FAHR 77.7 137.8 373.3 602.6 1372.7 SKIN TEMP. NJ. 21A SKINZIA DEG.FAHR 77.7 137.8 373.4 578.2 769.5 926.5 1372.7 SKIN TEMP. NJ. 21A SKINZIA DEG.FAHR 77.7 137.8 372.7 769.5 926.5 1372.7	SKIN TEMP. NO.		SKNT19	DEG. FAHR	7.77	89.0	25	170.2	219.6	260.9	423	558.3
SKIN TEMP. NJ. 21A SKINZIA DEG.FAHR 79.1 130.5 355.4 578.2 769.5 1372.7 SKIN TEMP. NJ. 21A SKINZIA DEG.FAHR 79.1 130.5 355.4 578.2 769.5 1372.7 SKINZIA DEG.FAHR 79.1 130.5 355.4 578.2 769.5 1372.7	SKIN TEMP. NJ. 21A SKINZIA DEG.FAHR 79.1 130.5 355.4 578.2 769.5 1372.7 SKINZIA DEG.FAHR 79.1 130.5 355.4 578.2 769.5 1372.7 JOSUPH SKINZIA DEG.FAHR 79.1 130.5 355.4 578.2 769.5 1372.7	CA CAMP NI NO .		SKNTZOA	DEG. FAHR	77.17	137.8	73.	602.8	199.3	2.	432	1609.9
		SKIN TEMP. NO. 2		SKNT21A	DEG. FAHR	79.1	130.5	55.	578.2	69	•	372	1532.9
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1439 HIS	1979 HS 1970	1949 HE	RIC PRESSURE 14.47	1/0	AT	1			MUDEL	EL NO	8911		
The column The	FITCE ENTRY PRODUCED 115 STATE 20.0 25.4 60.0 90.0 120.0 150	FIGE FIRST NOT 1496 FEST	1439 300•0	T/C FUE	NO NO	i	ب		ES ES	T DATE	04/14/80 A-2		
Fare time	FYRECL UNITS STATIC 20.0 29.4 60.0 90.0 120.0 15	FENTER PREAFERS SYMBOL TAMB DEGLEAR TAMB DEGLEAR SYNTHOLE TAMB DEGLEAR TAMB DEGL	0/60 0.0 0/60 0.0 FICE	0X1 FSG 0S6	NON ON ON ON ON ON ON ON ON ON ON ON ON		<u>့</u>		7E S 17C	_	4369		
CAVITY FEW CAVITY	The part The part	Fig. 1 Fig. 1 Fig. 1 Fig. 2 Fig. 3 F	TRIM ORIFICE	1	AMET ERS				F 70	W	Z	,	
CRANT TEPPERATURE TAMB DEGLEME 91.8 225.0 251.1 312.6 610.0 10.0 10.0 10.0 10.0 10.0 10.0 1	CAMPAINTERPRINTER	Comparison	RAMETER	SYMBOL	ŀ	AT IC			60.0	90.0	120.0	150.0	180.0
ALL TEMPERATURE NIT DEG-FANK 80-0 53-47-8 56-1 65-1 65-1 65-1 65-1 65-1 65-1 65-1	ALL TEMPERATURE KINTY TEMPERATU	CALLY TEMPERATURE ALL	AMB TENT	TAMB	DEG. FAHR		25.0	51.1	312.€	330.7	320.5	340.5	355.1
The property The	ALTO TREP. ALTO TREP. ALTO DES. FARK 80.1 34.2 34.1 38.5 38.5 34.5 38.5	ALL TEMPERATURE ALL TE	CAVITY	FCT	DEG . FAHR	İ	43.6	69.1	659.7	669.5	673.1	676.0	674.4
THE PROPERATURE	THE PREMATURE	Color Colo	DZZLE LAND TEMP.	LIN WILL	DEG. FAHR		42.3	47.8	387.8	385.7	268.7	304.8	333.6
TEMPO NO. 3 SKMT DEC.FAME 71.8 39.42 111.64 111.67	Control Cont	SKRT DECEMBER 135 SKRT DECEMBE	- 1	TMT	DEG. FAHR			40.6	91.3	92.3	93.1	2.46	95.7
SKMT DEG-FARE 64-5 176-7 130-0 130-3 140-5 1411-0 140-7 14	Company Comp	SKNT SEC. 112.0 138-3 1200. 138-3 1030. 138-3	CN ONT	CKNT3	щ			۰ ۳	۰ م	1136.8	1165.1	1159.3	1140.4
SKINT DEG FARR 64.0 91.7 1134.6 1101.0 1181.2	SKINT DEG FARE 64.0 66.5 76.7 91.0.1 1181.2	Feb. NO. 5 SKNT DEG. FAR 64.0 669.9 913.2 1134.2 1101.1 1181.2 1181.2 1	TEMP NO.	SKNTS	DEG. FAHR					1389.3	1405.6	1411.0	1417.3
TEPP ND 6 SKNTT DEG-FARR 64-0 869-9 993-2 102-6 941-8 942-5 993-9 993-2 102-6 ND 1 EFEP ND 6 FEP ND 7 SKNTT DEG-FARR 69-4 170-9 260-7 993-8 993-9 993-2 102-6 102-	TEMP NO. 6 SKNYT DEGFARM 644,0 869,9 9932,10024,11173 11611, 11811,2 TEMP NO. 7 SKNYT DEGFARM 704, 170,2 20,7 399,8 446,6 464,0 9939,9 TEMP NO. 9 SKNYT DEGFARM 704, 170,2 131,7 31,7 31,3 31,3 7 TEMP NO. 10 SKNYT DEGFARM 704, 170,2 13,7 21,7 21,2 1,5 1,6 1,6 1,6 1,0 1,5 1,5 1,5 1,6 1,6 1,6 1,6 1,5 1,5 1,5 1,5 1,6 1,6 1,6 1,5 1,5 1,5 1,5 1,5 1,5 1,5 1,5 1,5 1,5	TEMP NO. 6 SKITE DEG-FARR 622 744.1 944.5 944.8 992.5 992.6 992.5 992.	TEMP. NO.	SKNTS	DEG. FAHR	İ		į	1	1190.0	1203.5	1200.1	1194.9
TEPP NO. 7 SKNTT DEG-FARR 62-2 144-1 10-2 52-6-9 44-6-6 46-0-0 478-8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Charlest Color	TERP. NO. 7 SKNYT DEGFERM 6944 170.9 52.6 744.1 649.5 52.6 94.1 649.5 52.9 94.1 640.0 649.0 678.8 640.0 649.0 678.8 640.0 649.0 678.8 640.0 649.0 678.8 640.1 649.0 678.8 640.1 649.0 678.8 640.1 649.0 678.8 640.1 649.0 678.8 640.1 640.1 649.0 678.8 640.1 640.1 640.0 66.6 649.0 678.8 640.1 640.	TEMP. NO.	SKNT6	DEG. FAHR					1147.5	1161.1	1181.2	1211.7
TEMP. NO. 9 SKNT9 SKNT9 DEG-FARR SKNT9 DEG-FARR SKNT10 SKNT10 SKNT10 SKNT10 SKNT10 SKNT11	TEMP NO. 8 SKNYP DEG-FARR 69-4 170-4 260-7 319-8 4-46-6 4-6-0 4-78-8 TEMP NO. 10 SKNYP DEG-FARR 70-4 110-2-5 13-7 221-8 241-2 314-3 333-9 TEMP NO. 10 SKNYP DEG-FARR 70-4 160-6 173-4 173-1	TEMP NO. 8 SKNYR DEGFARR 7044 170.59 280.7 281.2 281.2 314.43 333.9 1	TEMP. NO.	SKNT7	DEG. FAHR			- 1		941.8	942.5	939.9	939.8
TEMP. ND. 9 SKNIY DEG-FARK 70.4 102.5 133.7 227.8 227.8 221.2 213.7 333.9 TEMP. ND. 10 SKNIZ DEG-FARK 75.6 166.8 1721.9 1734.4 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1721.6 1729.6 1721.5 1731.1 1729.6 1721.5 1731.1 1729.6 1731.6 1731.1 1729.6 1731.6 1731.1 1729.6 1731.6 1731.1 1731.	TEMPO NO. 9 SKNTID DEG-FARR 70.4 1027. 227.8 227.8 281.2 313.7 173.4 1731.1 1729.6 1721.2 173.4 1731.1 1729.6 1721.2 173.4 1731.1 1729.6 1721.2 173.4 1731.1 1729.6 1721.2 173.4 1731.1 1729.6 1721.2 173.4 1731.1 1729.6 1721.2 173.4 1731.1 1729.6 1721.2 1731.2 1	TEPP NO. 9 SKWT10 DEG-FARR 70.4 1027.5 133.7 227.8 227.8 221.8 213.9 173.4 1737.1 1729.6 1051.7 173.4 1737.1 1729.6 1121.5 1737.1 1737	TEMP NO.	SKNTB	DEG. FAHR					446.6	469.0	478.8	491.2
TEPP. NO. 10 SKNT11 DEG-FARR 75.6 1686.8 171.9 171.9 171.9 171.1 172.4 171.1 172.1	TEPP: NO. 110 SKNII DEGE FARR 75.5 1686.8 1721.9 1734.4 1510.3 1511.5 1510.4 1510.5 1510.5 1	TEPP NO. 10 SKNT10 DEG-FARR 75.3 1422.7 1492.4 1510.3 1511.5 1510.4 1510.5 1511.5 1510.4 1510.5 1510.4 1510.5 1510.4 1510.5 1510.4 1510.5 1510.5 1510.5 1510.4 1510.4 1510.5 1510.4 1510.4 1510.5 1510.4 151	TEMP. NO.	SKNT9	DEG. FAHR					281.2	31 4.3	333.9	348.3
TEMPO NOT 111 SKNITI DEG-FARK 80.0 83.19 876.6 925.1 942.4 90.0 955.1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	TEMPON 111 SKN111 DEG-FARK 19-23 1472-4 1310-1472-4 1310-1 1472-	TEMPO NO. 111 SKNII DEG FARK 80.0 831.9 1750.3 1750.1 1942.4 993.0 1951.7 1750.1 1942.4 993.1 1942.4 1942.4 993.1 1942.4 993.1 1942.4 993.1 1942.4 1942.4 993.1 1942.4 1942.4 1942.4 993.1 1942.5 1942.4 1942.4 1942.4 1942.4 1942.4 1942.4 1942.4 1942.4 1942.1 1942.4 194	TEMP. NO.	SKNT10	DEG . FAHR	٦,	- 1		- 1	173/-1	1729.6	1721.5	1718.5
TEMPO NO. 13 SKNT13 DEG.FARR 81.4 116.3 124.4 1045.6 1051.0 1051.3 1051.4 1045.6 1051.0 1051.3 1051.4 1045.6 1051.0 1051.3 1051.4 1045.6 1051.0 1051.3 1051.4 1051.0 1051.3 1051.4 1051.0 1051.3 1051.4 1051.0 1051.3 1051.4 1051.0 1051.3 1051.4 1051.0 1051.3 1051.4 1051.0 1051.3 1051.4 1051.0 1051.3 1051.4 1051.0 1051.4 1051.0 1051.3 1051.4 1051.0 1051.3 1051.4 1051.0 1051.3 1051.4 1051.0 1051.3 1051.4 1051.0 1051.3 1051.4 1051.0 1051.3 1051.0 1051.3 1051.0 1051.3 1051.0 1051.3 1051.0 1051.3 1051.0 1051.3 1051.0 1051.3 1051.0 1051.3 1051.0 1051.3 1051	TEMPO NO. 12 SKWI15 DEG-FARR 80.0 974-5 1082.2 1036-4 1045-6 1051.3 1091.3 177-7 178-9 NO. 14 SKWI15 DEG-FARR 80.7 116-3 114-4 1045-6 1051.0 1091.3 177-7 178-9 NO. 15 SKWI15 DEG-FARR 80.7 126-6 136-9 145-6 157-2 147-7 178-9 NO. 15 SKWI15 DEG-FARR 80.7 126-6 136-9 145-6 157-2 147-7 184-9 NO. 15 SKWI15 DEG-FARR 80.7 126-6 136-9 145-6 157-2 147-7 184-9 NO. 15 SKWI15 DEG-FARR 77.7 165-9 179-0 174-9 174-	TEMP. NO. 12 SKNT13 DEG.FARR 81.4 116.3 124.4 1045.6 1051.0 1091.3 1091	TEMP. NO. 1	SKNTII	DEG. FAHR	_				4.711.0	1510.4	1503.1	057.4
TEMP. NO. 14 SKNT16 DEG.FARR 81.4 116.3 124.4 139.6 147.2 141.7 145.4 19.6 147.2 141.7 145.9 147.2 141.7 145.5 147.7 145.5 149.5 174.9 174.5 149.5 14	TEMP. NO. 14 TEMP. NO. 14 TEMP. NO. 14 TEMP. NO. 14 TEMP. NO. 14 SKNT15 DEG.FARR 80.6 11.5 126.4 145.6 145.2 146.7 146.5 136.9 145.6 145.2 146.5 136.9 145.6 145.2 146.5 136.9 145.6 145.2 146.5 136.9 145.6 145.2 146.5 136.9 145.6 15.0 145.6	TEMP. NO. 14 SKNI16 DEG-FARR 80.4 116.3 124.4 130.6 145.6 147.2 146.5 170.4 15.5 15.5 145	TCMD NO. 1	STINC CENTS	DEG FAHR		_			1045.6	1051.0	1051.3	1050.8
TEMP. NO. 15 SKNT15 DEG.FAHR 80.6 111.5 119.5 136.9 145.6 146.7 146.5 149.5 156.5 149.5 156.5 149.5 156.5 149.5 156.5 149.5 149.5 156.5 149.5 164.5 159.5 164.5 159.5 164.5 1	SKNTIS DEG-FARR 80.6 111.5 119.5 136.9 145.6 145.7 146.5 146.5 140.5 136.9 145.6 145.7 146.5 146.5 140.5 136.9 145.6 145.7 146.5 146.5 140.5 136.9 145.6 140.5 140.5 140.5 140.5 140.5 140.5 140.5 140.5 140.5 140.5 140.5 140.5 140.5 140.5 140.5 140.5 140.5 140.5 180.7 140.5 140.5 180.7 140.5 140.5 180.7 140.5 140	TEMPO NO. 15 SKWT15 DEG.FARR 80.6 111.5 113.6 114.6 145.7 146.6 140.6 170.0 1	TEMP NO.	S KNT 14	DEG.FAHR		1	1	139.6	145.6	147.2	147.7	147.5
TEMP NO. 16 SKNTIG DEG.FAHR 80.7 126.6 149.6 203.8 235.6 256.2 266.5 TEMP NO. 17 SKNTIT DEG.FAHR 77.7 902.4 1133.6 146.4 1503.2 1497.3 1499.5 1 TEMP NO. 19 SKNTIS DEG.FAHR 77.7 669.3 148.9 1183.9 1300.2 1338.5 1346.5 1 TEMP NO. 21A SKNTZIA DEG.FAHR 77.7 1659.3 1646.2 1653.9 1649.7 1649.3 1632.3 1 TEMP NO. 21A SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 DO DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 DO DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1632.3 1 SKNTZIA DEG.FAHR 79.1 1599.5 1646.2 1653.9 1649.7 1649.3 1649.5 1649.7 1649	TEMP. NO. 16 SKNTIG DEG. FAHR 80.7 126.6 149.6 203.8 235.6 256.2 266.5 256.5	TEMP NO. 16 SKNII OEG-FAHR 80.7 126.6 199.6 209.8 239.6 226.2 266.1 TEMP NO. 17 SKNII DEG-FAHR 77.7 66.9 46.0 183.9 1407.2 1497.3 1499.5 180.0 199 TEMP NO. 21A SKNII DEG-FAHR 77.7 1675.9 1743.6	TEMP. NO. 1	S KNT 15	DEG. FAHR			19.5	5	145.6	145.7	146.5	146.8
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72. SKIN TEMP.			DEG. FAHR			510.7	525.5	532.5		
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P AR AMETER		SYMBOL	UNITS	T AT 1C	210.0	240.0	270.0	299.4		!
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NO72LE LAND TEMP. Tiir waii temperatire		727	DEG.FAHR	67.2	365.5	363.7 87.8	364.6	363.8		
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TEMP. NO. 9		SKN19	DEG . FAHR	0		400.6	409.5	418.7		
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TEMP. NO. 1		SKNTII	DEG. FAHR	-	_	_	1498.3	1499.4	! ! !	
TEMP.	₹	S KNT 12	DEG. FAHR	4		129.3	733.9	741.0		
IN TEMP. NO. I	-	SKN113	DEG. FAHR	٦	٦,	2.0901	1059.5	1059.3		:
ON IN THE NO. IN		S KNI I F	DEG TANK	- 4		7 2 71	155.0	159.0		
IN TEMP. NO. 1		S KNT 16	DEG. FAHR	6		310.2	313.8	316.1		
IN TEMP . NO. 1		S KNT 1.7	DEG. FAHR	س		252.8	254.9	255.6		
IN TEMP. NO. 1		S KNT 18	DEG. FAHR	٠,		1693.3	1696.4	1696.8		
IN THAT NO		S KNI 19	CHC - TATK	100		1.0821	1282.9	1265.0		:
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CEL AMBIENT TEMPERATURE	TAMB	DEG. FAFR	94.	0	~	133.7	151.6	167.0	28.	8
CAVITY	FCT	DEG. FAHR	ا۔ :	-	-	241.6	241.6	241.6		243.9
DZZLE LAND TEMP.	NLT	DEG . FALP.	18.	2	•	372.7	371.9	371.6	95.	88
TUB WALL TEMPERATURE	TAT	DEG. FAHR	87.2	87.1	81.2	87.1	87.5	87.4	87.8	87.8
	CKNT3		0.0	0.0	0.0	0 7	0.0	0.0	•	ت ت
OKIN TEMP NO. 5	SKNTS	DEG. FARR	343.5	352.0	377.4	412.4	454.2	1.664		8.706
TEMP. NJ.	SKNT5	1	336.2	341.5	361.1	390.1	425.2	463.4		12
S	SKNT6		235.7	245.4	267.5	302.1	346.7	397.5		41
TEMP.	SKNT7	- 1	228-6	236.6	257.3	287.8	326.9	371.2	•	38
CELL TEMPE	LCT		162.7	164.9	168.1	170.1	1.571	180.4		2.5
TEMP.	SKN19		268.3	266.4	263.7	260.7	258.1	255.7	•	3
CN.	SKNT10		164.2	166.0	169.7	174.0	179.8	185.6		9
TEMP. NO. 1	SKNTII		434.3	502.9	101-1	890.9	1035.3	530 2		8 2
CKIN TEMP NO. 12	SKNT13		469.1	20.0	642.6	752.6	830.9	885.9		1049.2
CN GMAT VI	S KNT 14	1	452.3	451.3	442.7	426.5	408.5	390.3		3
TEMP, NO. 1	S KNT 15		444.3	443.7	436.2	422.1	405.5	388.6		99
IN TEMP	S KNT 16		437.0	437.1	437.2	438.1	438.2	438.2		25
I CN . dwal NI	S KNT 17	i	439.2	439.4	435.6	440.1	439.6	438.6	•	5
TEMP. NO. 1	SKNT 18		423.9	441.1	487.5	534.9	580.5	621.8	•	951.2
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IN TEMP NJ. 2	SKNT20A		300.2	334.2	454.9	70.	673.2	753.1	69	35.
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BELL AEROSPACE TEXTRON
TEST REPORT - 112/H2 FNCTM

EXTRA PARAMETERS SYMBOL TAMB DEC, FAHR 2415 26.0 29.4 60.0 90.0 120.0 150.0 180.0	FST CELL NOW 9.0 LBX/SEC LSST CEST NOW 9.0 LSST CEST NOW	FST CELL NOW 0.0 LBX/SEC TEST ON LSS O	EXTRA PARAELERS FYHOL NON 0.0 LBS/SEC TEST NU 4372 FYNDUL NON 0.0 LBS/SEC TEST NU 4372 SYMBOL UNITS STATIC 20.0 29.4 60.0 99.0 120.0 190.0 180 TAMB DEG FARE 241.2 334.4 332.4 455.5 441.3 554.9 571.1 515 NUT DEG FARE 418.2 334.4 372.4 455.5 441.3 554.9 571.1 515 SKNT DEG FARE 418.2 334.2 317.4 375.9 318.8	FXTRA PARAELERS	EXTRA PARAMETERS SYMBOL UNITS STATIC 20.0 29.4 60.0 90.0 120.0 18	14.30 PSIA 1027 HRS
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MUDEL TE ST	TE S	TE ST	27.	FAUX	•	270.0	530.0	429.1	405.6	105.2	0.0	212.0	843.1	1234.7	1294.6	933.4	393.0	386.9	961.8	1481.2	438.5	713.2	379.4	247.5	328.2	230.8	5 *605	881.1	•	335.4
•						240.0	522.1	399.9	376.4	103.6	0.0	196.9	823.5	1237.0	1269.8	932.9	391.5	378.8	1011.8	1484.3	524.3	710.3	240.5	232.5	327.3	263.2	866. B	929.1	267.1	328.0
	SEC	SEC				210.0	512.8	364.7	348.6	101.7	0.0	181.7	807.0	1236.7	1237.3	934.9	387.4	366.9	1035.0	1482.0	507.1	705.5	47.0	216.6	324.5	262.5	837.1	955.1	248.0	320.5
	j	L BS / S EC	~ /			ST AT 1C	95.9	80.0	84.5	88.3	0.0	89.8	80.3	92.2	84.4	82.0	91.4	91.1	95.6	128.2	1.16	132.6	113.6	88.0	142.8	141.3	106.0	110.3	86.5	96.6
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r	TAMB	DEG. FAFR	98.8	105.9	119.4	129.1	144.2	159.3	203.6	7.297
יייייייייייייייייייייייייייייייייייייי	FCT	DEG . FAHR	79.2	6.61	80.6	82.9	84.5	84.	5.50	50
NO 7 I E AND	LIN	DEG . FAHR	119.5	245.4	297.5	323.3	338.3	348.0	368.4	7 1
	3 100	DEG. FAHR	1.16	91.8	92.0		92.2	92.3	92.3	6.76
			0.0	0.0	0.0	0		0 :	0.0	0.0
OO • CA IN TEND NO. 3	SKNT3	DEG.FAHR	82.9	70.5	0.0	-110.3	-221.4	0 0	0.0	0
ON THE TENT OF	SKNT4	DEG.FAHR	14.6	72.9	50.7	33.1	25.2	25.2	7111	226.0
ON THE STAN	SKNTS	DEG . F AHR	82.4	91.1	115.9	145.8	179.4	222.1	1.044	640.5
ON THE PURCH.	SKNT6	DEG. FAHR	71.5	88.9	117.5	146.1	187.7	243.3	535.6	153.
	SKNT7	DEG . FAHR	70.6	82.0	107.8	137.4	168.0	21178	400.1	0.440
• 04 - 111 - 140 -	101	DEG . FAHR	98.8	6.86	99.1	86.5	4.66	99.5	0.101	•
CATA TEMP NO 9	SKNT9	DEG. FAHR	80.5	80.9	82.1	82.0	82.9	84.2	4. 18	4.16
SKIN TEMP NO.	SKNT10	DEG. FAHR	95.3	154.8	365.5	576.3	750.4	4.888	1524.1	1311.5
SK IN LEMP NO.	SKNT11	DEG. FAHR	100.7	162.5	374.9	588.2	169.1	91 7.8	1305.8	1434.5
75. SKIN TEMP. NO. 11	S KNT 12	DEG. FAHR	80.7	81.8	85.7	90.0	94.0	97.1	10801	112.0
SAIN TENT NO.	SKNT13	DEG. FAHR	105.9	132.4	261.0	384.2	4/1.1	24 (• 0	0.00	16409
ON ON OFFICE AND AND AND AND AND AND AND AND AND AND	4TINXS	DEG. FAHR	91.0	91.4	92.5	93.0	92.8	93.3	7966	8.7
T - ON - APP - NO - NO - NO - NO - NO - NO - NO -	S KNT 15	DEG. FAHR		103.0		103.5	103.4	103.5	8.901	6.601
SKIN LEND NO	SKNT16	DEG . FAHR		114.8		114.9	115.2	115.9	127.4	142.9
N N LEAF NO NO	S KNI 17	DEG. FAFR	1	113.0	_	114.1	116.4	118.5	138.9	1.551
SA IN TENT NO. 1	SKNT18	DEG. FAHR		87.9		12.9	12.1	J		C+17
	S KNT 19	DEG . FAHR	2.	114.2	155.	206.6		313.4	508.0	0 (0
ON THE NING	SKNIZOA	DEG . FAHR	95.4	141.3	-	466.5	30	.		9
SKIN LEWP NO.	ALCINX	DEG. FAPR	103.4	1711.7	411.9	633.7	824.2	983.4	1459.8	1.7961
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102 102 103 103 103 103 103 103 103 103 103 103		ST AT IC	98.8	79.2	119.5	0.0	82.9	82.4	71.5	70.6	98.8	80.5	100-7	80.7	105.9	91.0	103.0	200	90.8	102.2	Ś	103.4							
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SP.5R. 60/60 0.0 MMH SP.GR. 60/60 0.0 N204 TRIW DRIFICE	OX FS OS	DXID NUM 0.0 FSG NUM 0 OSS NOM 0	.0 .0	/ S EC		TEST 17C 1NJ	S/N S/N S/N	4374
OR IFICE	EXTRA P	PARAMET ERS				F /UX	VAL	SVN
PARAMETER	108KAS	UNITS	STAT IC	210.0	240.0	270.0	299.4	
AMBIENT TEMPERATURE	TAMB	DEG. FALR		510.9	542.0	542.1	538.9	
	FCT	DEG . FAFR		385.9	414.9	437.5	457.5	
NOZZLE LAND TEMP.	121 121	DEG.FAFR	119.5	364.2	360.2	356.0	355.9	
		W 12 10000		0.0	0	0.0	0.0	
C.N	SKNT3	DEG. FAHR	82.9	150.1	161.8	170.4	180.2	
,	SKNT4	DEG. FAHR	74.6	747.7	758.0	768.8	181.3	
	SKNIS	DEG. FAFR	82.4	1209.0	1215.6	1217.7	1218.5	
10	SKAID		71.5	1258.0	1272.9	1307.3	1332.7	
. !-	- 11/40	DEC CALD	-	1001	1033.1	9 - 160 1	1032	
•	SKNT9	DEG FAFR		4004	409-4	421.9	447.0	
	SKNT10	DEG. FAFR	95.3	1174.2	1170.0	1158.0	1168.4	
NO.	S KNT I 1	DEG . FALR	1001	1488.2	1479.4	1417.7	1472.4	
E4P. NO. 12	SKNT12	DEG. FAFR	80.7	227.2	242.6	251.1	211.2	
	STAILS	DEG. PAPK	6.501	2000	7.480	685.6	684.5	
NO.	SKNT15	DEGERAFR	_	165.1	148.5	150.6	9 - 79 1	
0	SKNT16	DEG. FALR		319.9	321.8	322.8	322.6	
NO.	SKNT17	DEG. FAHR		256.4	255.8	254.1	253.1	
P.	SKNT18	DEG.FAHR	90	192.3	1.661	806.5	871.3	
2	SKNT19	DEG. FALR	102.	1232.2		1728.1	1225.1	
2	SKNTZOA	4	ŝ	010	910	•	829.1	
IEYP - NU - ZIA	SKNIZLA	DEG . FAHR	103.4	1642.5	1630.6	1626. /	1626.1	
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1BER S/V ECTOR S/N C VALVE S/N		MODELB	ا 	PRELI MI	NARY TEST	I REPORT	ŧ	02/ H2	EN G IN E	- N.S		:			PAGE	<u>P</u>	
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PAGE 0	!		,		10.0	249.2	238.3	403.3	104.3	0.0	0.0	250.0	2.669	650.8	584.3	159.6	235.6	1258.7	1422.3	162.2	1.687	6.202	259.5	421.0	450.1	103.8	686.4	1079.3	1552.5
_	8911 04/15/86 A-2	4375	 		5.0	184.2	239.7	408.5	103.7	0.0	-129.6	137.9	431.B	380.5	354.0	159.6	239.2	1024.3	1149.1	161.2	9:11:	69167	300.8	422.1	426.5	159.7	551.6	860.4	1215.5
	DA TE	S/N S/N	C VAL S/N		4.0	169.8	241.1	411.2	103.7	0.0		127.8	391.1	328.2	307.5	159.6	240.9	9526	1035.3	160.9	6/8.5	1.047	311.0	422.3	456.B	212.1	550.4	147.6	1094.6
	MODEL TEST TEST	TEST T/C INJ	F /0x		3.0	155.8	239.6	410.4	103.7	0.0	29.1	127.8	353. 7	282.1	266.9	159.6	245.7	788.5	885.5	160.5	618.9	6.467		421.7	456.4	216.5	486.0	659.2	934.4
-					2.0	141.6	236.8	407.4	103.7	0.0	119.2	141.7	322.5	245.6	233.5	159.7	244.1	603.9	692.1	160.2	527.6	263.2	329.3	421.6	426.0	211.7	446.9	847.8	738.3
ENGINE S/N	 	EC			1.0	122.8	234.2	401.7	103.6	0.0	198.6	164.1	300.3	221.1	210.7	159.7	246.8	388.0	474.9	159.8	410.7	267.8	334.6	421.6	425.9	208.3	411.7	406.6	512.2
	0 IN2 0 IN2 L BS/SEC	L BS / SEC			STATIC	112.5	233.4	451.4	103.5	0.0	221.3	169.1	293.7	208.4	201.4	159.8	248.0	307.1	391.5		365.6			421.5	425.9	209.8	399.6	343.0	414.5
REPORT - 02/H2	AF 0.37720 AE 15.1360 NOM 0.0	NOM O.O.	ıl —	PARAMET ERS	UNITS S	DEG. FAHR	l		DEG. FAFR		DEG. FAHR	DEG. FAHR	DEG.FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG.FAHR	DEG. FALR	DEG. FAFR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . F AHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR
- PRELIMINARY TEST	17C 17C FUEL	0X10 859 800	5	EXTRA PAR	SYMBOL	TAMB			TMT		SKNT3		SKNT5	SKNT6		TCI	SKNT9	SKNT10	SKNT11			S KNT 14	S KNT 15		SKNIII			SKNT20A	
P716 REV.01/08/86 MODEL 8911	BAROWETRIC PRESSURE 14.30 PSIA TIME OF PUN 300.0 SEC	SP.GR. 60/60 0.0	OX ID TRIM ORIFICE		PARAMETER	42 CELL AND TENT TENDERATIRE	FIEL CAVITY T	NOZZLE LAND			\$ 67. SKIN TEMP. NO. 3	SK IN TEMP.	CK IN TEMP	CK TN TEMP	ON THE THE POST		TEMP	CK IN TEMP	N AMEL NI X	SKIN TEMP.	SK IN TEMP.	78 SK IN TEMP . NO. 14	CK IN TEMP	CK IN TEMP	TEMP NO	NI YO	TEMP NO.	CK IN TEMP	SKIN TEMP. NO.

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8911 04/15/86 A-2 4375 S/N	120.0	- 60 M	372.2	~	111	1199.1	953.1	196.7	1197.1	1516.6	223.3	163.2	165.0	360.9	303.1 878.3	1293.5	1041.5	ORIGINAL PAGE IS
DA TE CELL CELL NU S/N S/N	90.0	464.8	377.0	0.0	60.	1212.4	19	1 80.1	08	27.	02.	61.	m (69	806.9	77.	53	
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-	29.4	4.	80 0	9.6	573	1023.8	LO I	O F) M	ഴ	- c	•	184.2	401.9	9	22	1074.2	
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20 INZ 60 INZ LBS/ LBS/	ST AT 1C	N 10	451.4	0.0	169.1	208.4	201.4	248-0	307.1	391.5	365.6	268.6	335.1	671.0	209.8	399.6	343.0	
AT 0.377 AE 15.13 NOM 0.0 NOM 0.0 NUM 0.0	PARAMET ERS UNITS	DEG. FAHR DEG. FAHR	" "	EG	E C	DEG. FAHR	5	ם מ	S	E C	שנים	E	E C	יינ שינו	S W	EG	DEG.FAHR Deg.Fahr	
+ + <u>r</u> o r o	EXTRA PAR SYMBOL	TAMB	NLT TWT	S KNT3	SKNT	SKNT6	SKNT7	SKNT9	S KNT 10	SKNT11	S KNT 13	S KNT 14	SKNT15	SKNI LO	S KNT 18	S KNT 19	S KNT 20 A S KNT 21 A	
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	MUDEL NO TEST DATE		-		N/S FNI	F/UX VAL		299.4	525.3	498.6	368.1	122.7	0.0	246.2	835.5	1237.3	1365.7	1046.3	271.3	449.3	1195.2	1500.2	308.4	715.	1 90.1	1 79.4	345.9	281.2	884.5	1293.	905.4	1643.4
	EFF		= ,	-	=	u.		270.0	517.0	483. C	367.3	121.6	0.0	232.9	823.4	1230.4	1345.8	1032.1	247.6	443.3	1199.5	1502.4	298.4	716.2	185.1	176.8	347.3	283.1	844.4	1294.0	1052.0	1648.8
								240.0	524.0	465.6	366.8	115.8	0.0	223.1	907.6	1220.0	1320.1	10001	197.8	438.2	1200.3	1504.2	287.0	716.9	179.6	113.7	348.6	284.8	839.1	1293.3	1052.2	1656.2
	, E.	֝֝֞֜֜֜֜֜֜֜֜֜֜֓֓֓֓֜֜֜֜֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓	אנר					210.0	6.664	442.8	368.4	118.2	0.0	217.9	794.1	1201.4	1272.9	910.6	241.9	430.3	1196.2	1502.6	274.6	715.2	173.7	170.8	350.1	287.1	836.4	1293.3	1050.6	1658.5
	İ		L 85/					STAT IC	112.5	233.4	451.4	103.5	0.0	221.3	169.1	293.1	208.4	201.4	159.8	248.0	307.1	391.5	159.7	365.6	268.6	335.1	421.5	425.9	209.8	3666	3	414.5
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CHAMBER S/N	S/N						T/C AT (A	(AMB)	.37720	1N2			. S.	MO S	(9704)	0.0		
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MODEL TEST TEST	TEST T/C	F /0 X	3.0	138.9	96	334.4	0.0	- 75.0	55.4	165.9	146.2	105.4	101.5	613.9	106.4	419.9	125.3	139.9	154.2	1,52.0		29	355.8			·	
•			2.0	127.0	95	<u>:</u> -	0.0	23.9	73.2	135.7	1.19.7	105.3	101.3	396.0	106.4	298.6	126.0	141.3	0.4	151.9	182.0	295.6	246.6	:			
/ S EC	ι Λ		1.0	-		262.9	4: O	_	211	v .	94.5	I LO	\circ	عاد <i>ت</i>	NΩ	80	•		3 (v	ייי, ס		रा ।				
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AF 0.37 AE 15.1 L NOM 0.0	O WOW WDN WDN	AMET ERS	UNITS		DEG . FAHR	•	000 - TATA	DEG. FAHR	DEG. FAHR	DEG FAHR	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG . FAHR	DEG. FAFR	DEG. FAHR	DEG. FALR	DEG. FAHR	DEG. PARK	UNG. TARK	DEG. FAFR	DEG. FALR	DEG. FAHR		ų		
77.0 77.0 FUEL	1X0 FSS 0SS	EXTRA PA	SYMBOL	TAMB	FCT	TJN I	-	SKNT3	SKNT4	SKNIS	SKNT	101	SKN19	SKN 10	SKNIII	S KNT 13	S KNT 14	SKNT 15	91 LY S	O LENA O	O LINY C	SKNTZOA	SKNT21A		THERMO COMP		
PSTA HR S SEC	47.04 N2.04	Managadan takkinatan ka																							4.05		
E 14.30 1519 300.0	0.0 0.0 0.0 E	ICE		NI TEMPERATURE	CAVITY TEMP	NO TEMP.	בחרבה אין טהב		· CN	• •	9 F	TEMPE	02	CN S	77. II	S. C.	NO.	0 N			ב ב ב ב ב	NO. 2	į.		*		
	EUEL SP.GR. 60/50 OXID SP.GR. 60/60 EUEL TRIM ORIFICE		PARAMETER	• CELL	FUEL CAVI	64. NOZZLE LAND	100 MALL	SK IN	SK IN	Z S	70. SKIN TEMP. 71. SKIN TEMP.	LOAD CELL	SKINT	SKIN TEMP	75. SKIN TEMP.	SK IN TEMP	SKIN TEMP	. SK I'I T	SKIN	SK IN TEND	OK IN TEND	SK IN TEMP	SK IN T				

	7.1 7.1 1.1	AF 15.1 NOW 0.0		SEC		MUJE TEST TEST	TUDEL NO TEST DATE TEST CELL	8911 04/15/86 A-2	.co	
SP.GR. 60/60 0.0 SP.GR. 60/60 0.0	OXIO FSG PSG	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	L BS/SEC	SEC		TE ST 17C		4376		
DXID TRIM ORIFICE)		:		F /0X	VAL	S/N	/	
	EXTRA PA	RA PARAMETERS								
P AR AM ETER	SYMBOL	UNITS	STAT IC	20.0	29.4	0.09	99.0	120.0	150.0	180.0
62. CELL AMBIENT TEMPERATURE	TAMB	DEG. FAHR	108.0	303.4	363.1	470.3	491.6	1.165	507.0	505.2
3. FUEL	FCT	DEG. FAHR	93.7	109.2	114.7		209.7	272.3	322.8	363.1
64. NOZZLE LAND TEMP.	NLT	DEG. FAHR	163.8	391.2	390.4	376.5	375.0	373.1	372.1	371.2
65. TUB WALL TEMPERATURE	7.3.1	DEG. FAHR	101.0	102.5	103.5	107.6	114.1	116.8	119.9	122.0
. 99			0.0	0.0	0.0	0.0	°	0.0	0.0	0.0
TEMP.	SKNT3	DEG.FAHR	113.1	0.0	-223.3	127.6	169.6	176.5	180.8	183.1
TEMP.	SKNT4	DEG. FAFR	1.96	368.4	497.5	1.649	696.9	721.1	735.2	753.9
69. SKIN TEMP. NO. 5	SKNTS	DEG. FAHR	106.2	199.3	8.096	1149.4	1180.2	1186.5	1186.9	1184.4
0. SK IN TEMP. NJ. 6	SKNTS	DEG. FAHR	85.9	900.2	1005.0	1059.1	1110.0	1152.1	1185.5	1.38.1
71. SKIN TEMP. NO. 7	SKNT7	DEG FAHR	84.4	766.1	864.7	932.5	945.4	943.0	948.0	9.646
CELL 1	רכנ	DEG. FAHR	105.2	106.3	107.5	118.7	141.5	166.3	189.7	212.1
٠	SKNT9	DEG. FAHR	6.66	130.9	160.4	268.6	315.4	340.4	365.5	383.1
74. SKIN TEMP. NO. 10	CITMYS	DEG. FAHR	129.6	1334.9	1299.3	1205.4	119611	1193.1	1191.0	1192.4
75. SK IN TEMP. NJ. 11	SKNT11	DEG. FAHR	135.1	1475.8	1499.2	1504.3	1504.1	1503.1	1505.9	1506.1
-	S KNT 12	DEG. FAHR	106.1	111.8	115.4	138.8	9 • 89 1	195.9	250.2	240.8
_	S KNT 13	DEG. FAHR	146.2	732.7	723.6	704.5	700.3	6.669	703.0	104.9
78. SK IN TEMP. NO. 14	SKNT14	DEG. FAHR	126.0	119.1	120.0	122.8	128.2	135.9	145.6	151.6
2	S KNT 15	DES. FAHR	141.3	130.1	128.2	130.1	135.4	140.8	145.1	1.641
. SKIN TEMP. NO. 1	SKNT 16	DEG. FAHR	153.9	192.9	217.1	267.1	294.0	309.5	318.3	323.3
L	S KNT 17	DES. FAHR	152.1	202-1	215.9	238.1	251.4	259.8	264.6	267.3
82. SKIN TEMP. NO. 18	S KNT 18	DEG. FAHR	132.2	513.8	681.4	0 *606	973.1		983.9	8*066
3. SKIN TEMP. NO.	SKNT19	DEG. FAHR	132.6	762.3	916.9	1164.6	1240.2	1257.2	1259.5	1255.6
CN - GMET NI NS . 4	SKNT20A	DEG. FAHR	123.9	767.3	609.5	832.€	829.8	833.3	840.6	817.4
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NU OA TE	CELL	DN. S.N.	× .	X VAL S/N	299.4	537.2	456.2	363.5	0.0	216.4	1218.1	1342.3	274.5	432.2	6.0611	1496.1 298.9	709.5	181.7	328.9	268.2	994.2	648.7	1109.6			!		!	
MUDEL TE ST	1E ST	TE S I T / C	7NI	F /UX	270.0	525.8	-	366.4 124.6	0.0	201.1) 	1313.5	 	J.	(I		6	173.8	328.1	268.7	1000.7	802.1	1115.2					:	
-					240.0	520.1	419.2	367.1 123.7	1			1281.0 948.0	1		- 1	273.9	706.4	168.1	327.4	1		59.1	0.1601	:			:		
	SEC	SEC			210.0	519.7	395.2	122.5	0.0		1		1		- 1					1	987.9	852.1	1076.3				1		
20 IN2 50 IN2	- 1	L BS/			STAT IC	108.0	93.7	101.0			1		1		- 1						132.2	1	- 1				-		
AT 9 AE 1	WON .	NOM 0.0	NOW O.O	PARAMET ERS	UNITS	DEG. FAHR	DEG . FAHR	DEG. FAHR		DEG.FAHR DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG.FAHR	DEG - FAHR	DEG. FAHR DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG.FAHR Deg.Fahr	DEG . FAHP	DEG.FAHR						
1/C	FUEL	0X19 FSS	086	EXTRA PAR	SYMBOL	TAMB		I K			ļ	SKNT6	1		ł						S KNT 18 S KNT 19	204	S KNT 2 1 A						
PSIA HRS	3. H.	MM4 N204																							THEOLOGICALOR				
14,30 I						TEMPERA TURE		IG.					TWE			AI	_	.+ 1	· ••		ec ef	AC	I.A		ا ار				
u.i	L ENGTH OF RUN		FUEL TRIM ORIFICE	OXIO TRIM DRIFICE	PARAMETER	2. CELL AMBIENT	FUEL CAVITY	64. NUZZLE LAVU TEMP. 65. TUB WALL TEMPERATURE	.99	68. SK IN TEMP. NO. 4	SK IN TEMP . NO.	70. SKIN TEMP. NO. 6	LOAD CELL TEMPERA	SK IN TEMP . NO.	SK IN TEMP.	TEMP. NO. 1	SKIN TEMP.	48 SKIN TEMP. NO. 184	SK IN TEMP.	1. SK IN TEMP. NO.	82. SKIN TEMP. NO. 18	4. SK IN TEMP. NO.	85. SK IN TEMP. NO. 21A		1	'			

	LBS/SEC			PSIA	0.031		0.031		0.048					0.073				,								
	1.85	3	DPF CUR	PSID	0.0	0	0	0	0.0	0.0	0	0.0	0.0	0 0	0.0	0.0	000	0.0			i					
	000	?	D P O C CR	PSID	c	0.0	0,0	0	0.0	2 0	000	0.0	0 0	0	0.0	0.0	000	•	4							
	(60/60)		TOTAL I MPULSE	LB-SEC	0		0		0.0	ဝံင	. 0	•	.		ó			_	:							
	N N O O			AHR	œ.	87.	84.	78.	68.	63.	59.	57.	57.	5.5				2			ORIG	INAL POOR	5	AGE		
	T SS N	1140		DEG.FAHR	1	82.	18	6.	72.	65.	9 40		47	4 0 7		42.			· ·		OF I	rook	Ų	UAL	-11 1	
REF.				P S I A	101	-	197	197	197	197	197	161	197	197	161	161	197.	197								
TEȘT				PSIA	202		i i	390			391.			393				392	!		:	İ			!	1
04/15/86	NO4 INAL S IN 2 IN 2	SUMM ARY	INF** CF COR INF	SEC	***	******0.0	******0.0	*****	0.0*****	******0.0	*****	******0.0	******O*O	******	******0.0	*******	********	******0.0								
04/15/86 - 0	PROP ELL ANT B1 .37720 B) *****	DATA	**ISP IN	SEC	,,,,	327.8	331.5	334.1	342.2	344.9	346.0	347.5	338.5	333 80 60 60 60 60 60 60 60 60 60 60 60 60 60	326.9	323.8	320.5	314.8								
04/1	ANC PRO (AMB)	E TEST	INF***	L BS		0.0	- 1	0.0				į.		-	0	0	o .	0								
DAT E	ATE	PERFORMANCE	**F IN	LBS		1.72	-64	3.32	8.0	16.5	7.55	3.76	5.85	5.86	4.43	3.78	3.05	1.77		N			!			
A-2	HARDW/	PERF	÷ " ن	//s	ľ	-42. <i>(</i>)		-61. 7			-41. 7 -61. 7		_	-42. 7	• ,-		-44. 7	- ~		N CE						
CELL A	TEST		MIOT	LB/SEC FT.			ļ			l		ı		- 1		į		- 228039 - 228019 -		TRUNS DUCE						
4317 - 4377			***RATIO*** TEST COR			00	005 0.0	0.0	958 0.0	7.979 0.0	8.002 0.0	8.057 0.0	8.065 0.0	8.066 0.0	8-074-0-0	8.076 0.0	8.074 0.0	8.066 0.0		57 Pc						-
re s t s			JR ED ;**** RT (IG	PERC		000	0	o o	0	•	ċ	٥١٥	0	0	ċċ	ċ	0			405						
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			DATA	1		1.0	9.0	0.4	10.0	15.0	20.0	29.4	0.00	20.0	0.00	110.0	0.045	270.0								
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:L NU 8911 T DATE 04/15 I CELL A-2 I NU 43/7 S/N S/N	4.0 5.	77.8 191. 38.8 238. 11.8 410.	32.7 -102 32.7 -102 39.3 148	88.5 428 21.9 373 02.8 349	178. 241. 1033.	1139. 176. 725.	263.9 255.0 323.3 313.4 428.1 428.5	433. 256. 571. 769. 648.	ORIGINAL PAGE I OF POOR QUALIT
MUDEL 16 ST 16 ST 17 C S 17 C S 10 J S	3.0	1 2 4 -	0 7 5	;	4 11 15	975	4 0, 30	432.7 4 272.5 2 488.9 5 621.7 7 517.9 5	
	2.0	237.4	142.5	320.3 243.0 231.8	178.4 246.3 595.0	672.3 175.9 527.6	280.2 340.8 427.6	432.1 266.5 444.9 507.8 417.4	
S S E C	1.0	235.6	220.9 178.0	299.5 219.7 210.3	178.5 248.2 380.7	458.6 175.6 411.8	284.8 345.2 427.5	432.0 248.4 407.9 381.0 304.7	
7720 IN2 1360 IN2 L BS/ L BS/	STAT 1C	237.0	238 238 183	294 209 202	178 249 316	394 175 377	345	432 259 398 240 283	
T/C AT 0.377 T/C AE 15.13 FUEL NOM 0.0 OX15 NOM 0.0 OSG NOM 0.0	UNITS	DEG. FAHR DEG. FAHR DEG. FAHR	DES.FAHR	DEG.FAHR DEG.FAHR DEG.FAHR	DEG.FAHR DEG.FAHR DEG.FAHR	DEG.FAHR DEG.FAHR DEG.FAHR	DEG.FAHR DEG.FAHR DEG.FAHR	DEG. FAHR DEG. FAHR DEG. FAHR DEG. FAHR DEG. FAHR	
77 77 77 77 80 80	SYMBOL	TAMB FCT NLT	SKNT3 SKNT4	SKNT5 SKNT6 SKNT7	LCT SKNT9 SKNT10	SKNT11 SKNT12 SKNT13	SKNT14 SKNT15 SKNT16	SKNT17 SKNT18 SKNT19 SKNT20A SKNT21A	
BAROMETRIC PRESSURE 14.30 PSIA TIME OF RUN 1537 HR S L ENGTH OF RUN 300.0 SEC FUEL SP.GR. 60/60 0.0 MMH OXID SP.5R. 60/60 0.0 N204 FUEL TRIM ORIFICE	PARAMETER	62. CELL AMRIENT TEMPERATURE 63. FUEL CAVITY TEMP 64. NOZZLE LAND TEMP. 65. THR ANTI TEMPERATURE	SK IN TEMP	SK IN TEMP. SK IN TEMP. SK IN TEMP.	LOAD CELL T SKIN TEMP. SKIN TEMP.	IN TEMP. NO. I IN TEMP. NO. I IN TEMP. NO. I	SK IN TEMP. NO. I SK IN TEMP. NO. I SK IN TEMP. NO. I	81. SKIN TEMP. NO. 17 82. SKIN TEMP. NO. 18 83. SKIN TEMP. NO. 19. 84. SKIN TEMP. NO. 20A 85. SKIN TEMP. NO. 21A	+ LOST THERMOCOUPLA

	PAGE UF	•					150.0 180.0	240	5.04	369	9	6 237	1 806	209.9 1225	.2 1278	1001 8	824	0121 9	503.4 1507	5 287	981 89	621 5	1 355	1 293	1201 1	8 476								
		8911 04/15/8	A-2			z	120.0	2	334.3	370.2	118.6	22 9. 5	770.0	1193.4	1153.6	221.2	394.7	1208.2	1505.3	246.2	173.5	171.6	365.2	307.3	1.6701	: ;	1049.1					!		
		MODEL NO TEST DATE	TE ST CELL	N/S :		S.	90.0	6	97	371.9	118.3	, 3	69	5	2 2	S E	: 2	5	1515.4	25	70/	69	7	321	2 5	J	31.	1					PAGE	
		E	TE	175	N	7	0.09	450.3	67.		0.0	£3.	26.	91.	ָ מַמַּ	86.	8.	230.	1539.3	, d	69	71.	. 8	* *	47.		27.			:		:	:	
-	-						29.4	382.1	4	383.8	113.4	0.0	591	40	Š	5 6	28	8	536	טא מא	7	95	90	96	1058.6	11								
FRUN			SEC				20.0		•	•	0.0		•	•	•	•: •		•	526.				•	•			•							
TEXT	7	20 IN2	L 85/				STAT IC	23	37	450.2	0.0	238.1	183.6	294.4	207	178.5	249.3	316.8	394.1	277.0	285.1	345.4	427.4	432.2	398.0	240.3	283.6							
AEROSPAC	ו אַרַאַרָּאַר	AF 0.377 AE 15.13	N N	NON	NOW NOW	PARAMET ERS	UNITS	DEG. FAHR	DEG . FAHR	DEG. FAHR	UEG. FAHR	DEG.FAHR	DEG. FAHR	DEG. FAFR	DEG FAUR	DEG . FAFR	DEG. FAHR	DEG . FALR	DEG. FAHR	DEG. PARK	DEG. FAFR	DEG.FAHR	DEG. FAHR	DEG.FAFR	DEG. FAPR	DEG. FAHR	DEG.FAHR				,		·	
RELL BOCK THE NAME TO T	LVELI '41 MAN	0/1	FUE	FSG	080	EXTRA PA	SYMBOL	TAMB	FCT	NLT	Z.	SKNT3	SKNT4	SKNTS	SKNTS	רכו	SKNT9	S KNT 10	SKNTII	SKNT12	SKN114	SKNT15	S KNT 16	/TINX/	SKNT19	SKNTZOA	SKNTZLA							
1100	1001	1	MMH	N2 04				ш «						•					•					•					いい かんしょういん					
		E 14.30	0.0	0.0				TEMPERA TURE	9	40	ם אַט	2	4	۰ ،	·	TEMPERA TURE	6	15	11	13	14	15	16	- E	•	20A	21A		7					
0714 DEV 01708/84	10 VEV. 10 VEV	ES SUR	FUEL SP.GR. 60760	0X ID SP.GR. 60/60	FUEL TRIM ORIFICE	OXID TRIM ORIFICE	PARAMETER	CELL AMBIENT		4 1	1	7. SK IN TEMP.	SK IN TEMP.	20 CKIN TEND NO.	CK IN TEMP	LOAD CELL	. SK IN TEMP.	SK IN TEMP.	75. SKIN TEMP. NO.	SK IN TEMP	8 SK IN TEMP.	9. SKIN TEMP.	O. SKIN TEMP. NO	1. SAIN TEMP. NO	SKIN TEMP	4. SK IN TEMP . NO	85. SKIN TEMP. NO.		•					

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	8911 04/15/86 A-2	4317		S/N							_	_			•	_	•						•	.0		~				.
	MUDEL NU TEST DATE TEST CELL			F/OX VAL S/N		299.4	555.2	4.77.4	373.1	126.9	0.0	510.0	864.3	1259.2	1383.9	1063.8	312.8	4 70.1	1.001	1511.7	336.7	733.0	213.8	195.6	349.7	285.8	1039.1	720.4	487.7	11 46.6
	: :	TE S	2 2	F.		210.0	549.4	464.5	371.6	125.3	0.0	277.8	849.9	1252.7	1366.3	1046.4	303.5		1210.5	1509.0	326.9	730.9	207.3	191.8	350.4	287.0	1043.2	1297.6	510.9	1134.2
~1 Z						240.0	553.4	448.4	371.1	123.8	0.0	264.4	834.2	1245.0	1337.4	1039.3	291.2	448.3	1210.0	1515.9	315.5	730.7	200.6	187.8	351.6	288.6	1044.8	1298.0	573.1	1121.8
ENGINE S/N	INZ INZ BS/SEC	BS/SEC				210.0	545.1	428.0	370.8	122.3	0.0	251.1	821.0	1237.7	1303.0	1027.4	217.7	4.044	1210.3	1509.7	302.7	727.9	193.8	183.5	352.8	290.5	1028.1	1297.6	459.3	1100.7
- 02/н2 Е						STAT IC	123.7	237.0	450.2	111.5	0.0	238.1	183.6	294.4	209-3	202.8	178.5	249.3	316.8	394.1	175.5	377.0	285.1	345.4	457.4	432.2	259.9	398.0	240.3	283.6
REPORT -	AT 0.37720 AE 15.1360	O WON	NON O.O		PARAMET ERS	UNITS	DEG. FALR	DEG . FAHR	DEG. FAHR	DEG. FAHR		DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG.FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR
- PRELIMINARY TEST	7/0	01X0	989		EXTRA PAR	SYMBOL	TAM9	FCT	NLT			SKNT3	SKNT4	SKNTS	SKNT6	SKNT7	LCT	6		11	12	KNT 13	14	S KNT 15	S KNT 16	SKNT 1.7	S KNT 18	SKNT 19	SKNT20A	S KNT 2 1 A
EL 8911	PSIA HPS	TXX	N204																											
MODEL	16.30 P	1	0.0				TEMPERA TURE			rure							TRE		0		2	3	4	r.	. •0	_	. 60	•	20A	14
P716 REV.01/08/86	BAROMETRIC PRESSURE TIME OF BUND	FUEL SP. GR. 60/60	DXID SP.GR. 60/60	DX 10 TR IM OR IF ICE		PARAMETER		3. FUEL CAVITY T	NOZZLE LAND			#67. SKIN TEMP. NO. 3	58 SK IN	SK IN TEMP	SK IN TEMP.	SK IN	LINAD CELL T	SKIN TEMP.	SKIN TEMP. NO. 1	SKIN	SKIN TEMP. NJ. 1	SK IN TEMP. NO. 1	T SK IN TEMP. NJ. I	SK IN TEMP . NO . 1	CN GMHT MINS	CK IN TEMP. NO.	TON THE TANK	SK IN TEMP NO.	4. SK IN TEMP . NO.	85. SKIN TEMP. NO.

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CHAMBER S INJECTOR F/OX VALV	BER S/N CTOR S/N VALVE S/N						TEST	HAR	DWARE	ANC PRO	OPELLANT .37720 *****	I NOM IN IN 2 IN 2	NAL S			585 086 197	NOW NOW NOW NOW NOW NOW NOW NOW NOW NOW	(09/09)	0000	18781	SEC	
								0		7 1 10	CT DATA		> av			₹	2		•		3	
TEST	DUR	DATA *	MEASURED ****DC****	(E)	***RATIO*** TEST COR	0***	WTOT	اد		# 8	**15P	INF	A N	OFP	T.F.	UFT	FFT		0 P 0 C UR	OPF	A d	
	SEC	SEC	PSIA P	PERC			LB/SEC	FT/S	LBS	L 85	SE	SEC		PSIA	PSIA	DEG.F	AHR	LB-SE	PSID	PSID	PSIA	
4378				- 1	- 1		- 1					- 1		- 1			!;		l.	- 1		
	2.0	1.0	68.3	00	.866	0,0	.145386	4 1	9 6		22.		x x	4 4	165. 166.	68 67.	7.5	00	90		0.075	
		3.0	70.6	0	871	0	.145622	- voʻ	4		33	•	.82	65	•	99	9:			• • !	0	
		0 4	70.9	0.0	5.873 0 5.872 0	• • • • • • • • • • • • • • • • • • • •	.145713	5908. 5921.	48.90 49.14	0.0	335.6	0.0	1.829	249.	166.	• • •	. 6				• •	
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4382	5.0	1.0	72.9	0	880	6.	.146320	605	50.5		45.	0.0	æ	248	166.	•09	900		•	•	90.	•
15	•	2.0	73.0		5.875	0	.146477	6057	50.66	0.0	345.9	0.0	1.839	248	166.	59.	68	0 0	0 0	0.0	590.0	!
58		3.0	73.1	0	874		.146549	6757	50.7		46.	0	ထ	54	166.	.,	67.		•	•	9	

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	EC EC	PSIA	0.065	0.054	0.056		0.059	0.061	•00	740.0	950-0	960.0	0.000	0.063	.065	1	40000	•066	•066	900	200	990	• 066		
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,	AL S	CF INF	1.840	• ;	1.838	•	1.862	28.	•82		82	.83	.83	9	1.829 1.819		187.1	1.796	1,803	1.804		1.801	1.785		
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נייר	TEST	WTOT 18/SEC	.146580	.139448	.139723	.139880	.139946	140055	.140176	134972	135242	.135274	135299	.135537	.135576		127170	127440	.127471	.127498	.127635	66921°	.127792		
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43/8		***RATIO*** TEST COR	5.874 0.	.934 0	2	936 0.	24	5 5	7 16	0 636	962 0	963 0	963.0	953 0	952 0		,	426	933	933	928	926	926 0		
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1	04/11/	AME) *	E TEST	# # COR	L 63	9	600	0	00) w				• •	0	0,0			0	0	0	0 0	0	000	0	0	 c	0	0	ې د	0	٠, د	0
T REPORT	DAT E	ARE A AT (AE (DRMANC	EST	LBS	1.03	1.13	1.34	1.39	91.1	96.0		0.13	0.23	0.34	0.27	52.0	8	•39	11.53	11.80	32.10	32.62	33.31	33.63	33.63	- 1	9.	m	, r	1	34.09	;
RY TES	A-2	HARDW T/C T/C	PERFI	*	2	6698. 5	67		6662. 5		6611. 5 6613. 5		7046.	6988 5		ì	6963. 5	6914.	6897.	6284.	6330	6366.	6415	6502	6574	6586.	7007			6961.	6930.	6926	.0469
PRELI MI NARY	CELL	TEST		1	LB/SEC P	5691	35912	35970	35995	36182	36223		.127910								171060		090388	090602	090882	091037		086460	086735	086781	086959	087037	087075
1	- 4393							1			0.0						0.0							0.0				•				•	•
8911	4386			***RATIO*** TEST COR		070	972	970	696	3.9600	958		79	6 7 6 7	9	29	2.957 0	55.7	52	1	_			,				832	832	331	328 326	824	824
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	31			****PC****	PSIA	6 74	74.6	74.7	74.6	1.47	74.1		74.2	74.2	74.0	73.7	73.6	73.1	73.0	5.44		1		48.5		1				1	49.8		64
8/86		Z		DATA		•	2.0	0.4	5.0	15.0	20.0		1.0	0.0	4	5.0	10.0	15.0	29.4	9	7.0	3.0	4 10	10.0	15.0	29.4			3.0	0.4	10-0	15.0	20.0
REV.01/08/86		BEP S/N CTOR S/N VALVE S/N		DUR	SEC CONT.		90.00						30.0					-		6	•							30.0			16	51	
P716 RE		CHAMBEP INJECTOR F/OX VAL		TEST ND.	389	.390						105								392							4393			-			

5							14	•		•••	4 (ا	, .,	<i>*</i> ·		•	7-	**. *	•_ •			. •	1		e <u>-</u>
100 1	8911 04/17/86 A-2	4378	S/N /		**	143.0	61.9	283.6	78.8	0.0	67.9	171.1	158.0	165.9	153.7	72.0	68.5	744.9	636.0	71.8	464.8	73.5	12.4	70.9	71.8	180.3	158.7	706.0	707.3
	MODEL NO TEST DATE TEST CELL		X VAL		4.0	141.3	61.9	277.4	79.0	0.0	67.3	1,55.4	144.0	152.0	140.2	11.9	1.19	670.5	572.9	71.3	424.3	72.4	71.4	10.8	70.9	165.4	145.3	631.3	1.659
	MODE TE ST TE ST	TE ST 1/C	F.7.		3.0	129.0	61.8	261.6	78.7	°.	67.5	126.4	117.3	126.3	113.5	11.1	6 • 99	499.7	428.6	10.6	327.1	71.4	6.07	70.7	9.69	136.8	116.8	464.5	485.3
•					2.0	108.2	60.9	235.8	78.7	0.0	67.2	0.66	91.8	4.66	89.3	71.5	66.3	310.0	261.6	68.3	204.8	70.9	70.7	70.6	69.3	106.3	616	219.2	301.1
	IN2 IN2 L BS/SEC	L 85 / S EC			1.0	86.1	60.8	180.3	78.3	0.0	9.19	76.0	71.1	74.3	70.5	71.3	1.99	106.5	101.4	67.0	91.7	40.4	10.1	70.5	4.69	17.5	73.3	106.8	113.5
1					STATIC	78.4	60.1	69.9	78.5	0.0	67.2	67.1	6.59	63.3	0.49	71.2	65.5	68.5	1.89	66.5	4.69	40.0	7.69	70.0	1.69	67.2	67.5	68.7	68.7
)	AT 0.37720 AE 15.1360	N ON O	EON	PARAMETERS	UNITS	DEG. FAHR	DEG . FAHR	DEG.FAHR	DEG. FAHR		DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAFR	DEG. FAHR	DEG. FAHR	DEG. FAPR	DEG.FAPR	DEG. FAHR	DEG FAHR	DEG. FAFR
	17.0 17.0 FUEL	PS G	3 CN	EXTRA PA	SYMBOL	TAMB	FCT	NCT	LAT		SKNT3	SKNT4	SKNTS	SKNT6	SKNT7	rcı	SKNT9	SKNT10	SKNT11	SKNT12	SKNT13	SKNT14	SKNT15	SKNT16	SKNT17	SKNT19	SKNT19	SKNT20A	SKNT21 A
	PSIA HR S	MMH N204																											
	14.43	ļ				PERA TURE			rure							1 TURE		0		2	3	4	2	9		60	6	20A	21A
2000100100100	BAROMETRIC PRESSURE TIME OF RUN FENGTH OF RUN	FUEL SP.GR. 60/60 0x ID SP.GR. 60/60	OX TO TRIM OR IFICE		PARAMETER	62. CELL AMBIENT TEMPERATURE	1		65. TUB MALL TEMPERATURE	.99	67. SKIN TEMP. NO. 3	4 *CN *GMAIN ISM * 89	69. SKIN TEMP. NO. 5	70. SKIN TEMP. NJ. 6	SK IN TEMP.	72. LOAD CELL TEMPERATURE	73. SKIN TEMP. NO. 9	. SKIN TEMP. NO. 1	75. SKIN TEMP. ND. 1	76. SK IN TEMP. NO. 1.	77. SK IN TEMP. NJ. I	TEMP. NO. 1	79. SKIN TEMP. NO. 1	TEMP. NJ. 1	81. SKIN TEMP. NO. 1	SKIN	SK IN TEMP. NO. I	SK IN TEMP . NO.	SKIN TEMP. NO.

OKI	GINAL	MAGE 13
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						15.0	190.2	13.1	432.7	80.0	0.	360.0	132.8	632.6	717.4	0.600	(5.5	146.4	1647.5	1372.8	V	454.5	0.761	132.5	142.2	161.8	662.2	580.2	1606.2	1579.4
				•		0.61	15/.8	11.7	8.604	19.7	0	281.6	224.5	0.484	533.4	1.464	1.4/	151.9	1487.0	1238.0	4.18	800.7	7-161	128.0	127.3	145.2	517.7	476.8	1435.3	1414.9
	8911 04/17/86 4-2	4319		z		2.0	126.8	71.4	317.2	79.2	0 1	250.0	301.1	320.3	315.3	514.3	73.2	169.3	1102.9	925.6		668.9	1.821	127.3	115.8	122.9	361.6	332.8	1062.6	1046.3
	AUDEL NU TEST DATE TEST CELL	_ "	S/N	JX VAL S/N		0.4	116.2	71.0	363.7	19.3	0 .	1.652	321.1	291.3	279.3	248.9	73.1	171.6	973.3	821.1	15.4	599.5	128.5	128.0	115.1	119.2	329.5	302.3	938.0	929.2
	MUDEL TE ST TE ST	TE ST 1/C	LN1	F /UX		3.0	110.4	71.0	344.2	19.0	• •	249.0	298.9	265.7	251.2	224.1	73.0	177.4	820.3	700.0	13.9	514.8	128.8	128.2	113.8	114.8	297.0	271.4	795.5	193.0
						2.0	103.8	10.8	315.6	75.1	0.0	249.0	275.9	245.1	232.5	208.5	72.9	183.2	642.8	562.4	12.1	412.6	129.0	128.2	113.2	113.0	264.3	240.4	633.1	641.8
	SEC	SEC				1.0	6116	70.5	270.4	79.1	0.0	249.4	260.3	232.3	223.7	2002	72.9	189.3	471.2	432.9	71.3	315.9	128.5	128.0	113.0	112.6	233.9	215.8	419.3	492.6
	ł	LBS/SEC				ST AT IC	96.6	4.69	1961	78.9	0	549.9	255.9	229.1	221.5	199.1	72.9	192.8	425.8	398.6	71.0	293.7	128.3	126.9	112.2	112.8	223.5	209.6	437.6	446.3
	AF 0.37720 AE 15.1360	O WON	1	100	PAKAMEI EKS	UNITS	DEG.FAPR	DEG . FAHR	DEG. FAFR	DEG. FALR		DEG. FAHR	DEG. FAFR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG.FALR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG . FAHR	DEG . FALR	DEG. FAHR	DEG . FAHR	DEG. FAHR
1	17.C 17.C 17.C	1 XO	080		EXIKA PA	SYMBOL	TAMB	FCT	NLT	121		SKNT3	SKNT4	SKNTS	SKNT6	SKNT7	רכו	SKN19	SKNTIO	S KNT I I	SKN112		S KNT 14	SKNT15		SKNT17	SKNT18		. O	SKNT21A
	14.43 PSIA 1407 HRS	ļ					DERA TIRE		•	TURE							A TURE		c		2	100	4	· r	· 4	7	- 6	0.0	204	21A
ALIO MEN-UTION OF LA	BAROMETRIC PRESSURE	_	DX ID SP.GR. 60/60	1 .		PARAMETER	TOTAL AMBIENT TENDERS	בור ב	CAV 1	TUR WALL TEN	1	67. SKIN TEMP. NO. 3	SK IN TEMP.	SK IN TEMP	SK IN TEMP	CKIN TEMP	T I J UVU	CK IN TEMP	CK IN TEMP	CK IN TEMP	L HIM	SK IN TEMP	CK IN TEMP	CK IN TEMP	ON THE PERSON	ON THE PERSON	· SKIN LCAT.	SKIN JENE	S. ON IN TRANSPORTS	

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DN 1	TE ST DATE 04/17/86	CELL	TE ST NU 4379	1/C S/N	INJ S/N																:												
								29.4	264.0	80.2	448.7	80.9	0.0	672.0	1056.7	1.016	967.3	815.2	80.5	164.5	1770.2	1492.9	85.6	1052.7	146.6	144.6	183.0	198.5	9.4001	760.2	1731.8	1707.8	
		SEC	BS/SEC					20.0	213.5	75.1	443.8	80.3	0.0	464.9	872.5	751.2	845.8	703.4	77.0	148.0	1719.2	1438.1	84.5	1003.8	142.7	136.9	156.9	175.7	790.5	651.3	1682.7	1662.2	
	160 IN2		L 85/	_	_			ST AT 1C	86.6	4.69	196.1	78.9	0.0	249.9	255.9	229.7	221.5	199.1	12.9	192.8	425.8	398.6	71.0	293.7	128.3	126.9	112.2	112.8	223.5	209.6	437.6	446.3	
	AE 15.1360	NON		NOW O	O.O WON		PARAMET ERS	UNITS	DEG. FAHR	DEG . FAPR	DEG. FAFR	DEG. FAHR		DEG.FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR	DEG.FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG.FAHR	
2/1	1/0	FUEL	C1X0	FSG	086		EXTRA PAR	SYMBOL	TAMB	FCT				SKNT3	SKNT4	SKNIS	SKNT6	SKNTT		SKNT9	6	S KNT 11	S KNT 12	S KNT 13	S KNT 14	S KNT 15	S KNT 16	S KNT 17	S KNT 18	SKNT19	SKNT20A	SKNT21A	
PSIA	五 元	کلا	INT	N2 04																										•			
ļ	1407 H			0.0					ERA TURE			URE							TURE		-		•							_	DA	⋖:	
BAROMETRIC PRESSURE	TIME OF RUN	FNGTH DF RUN	FUEL SP - GR - 60/60	S. G.S.		OX TO TRIM ORIFICE		PARAMETER	62. CELL AMBIENT TEMP		N0221		1	67. SKIN TEMP. NO. 3	SK IN	TEMP.	70. SKIN TEMP. ND. 6	71. SKIN TEMP. NO. 7	72. LOAD CELL TEMPERATURE	73. SKIN TEMP. NO. 9	74. SK IN TEMP. NO. 10	١.	76. SK IN TEMP. NJ. 12	77. SK IN TEMP. NO. 13		79. SKIN TEMP. NO. 15	80. SK IN TEMP. NJ. 16	AL SKIN TEMP. NJ.		83. SKIN TEMP. NO. 19	4. SK IN TEMP . NO. 2	85. SK IN TEMP. NJ. 21	

ESSURE 14.43	170	AE		į,		TE ST	TEST DATE	8911 04/17/86		
0.08			1 857	1 BC / CEC		TF ST		4380		
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SP.GR. 60/63	05.0 08.0	L E				INI				
OV TO TO IN DOINING						F /0X	VAL	2/8	`	
	EXTRA PA	AR AMET ERS								
PARAMETER	SYMBOL	UNITS	ST AT IC	1.0	2.0	3.0	4.0	5.0	10.0	15.0
TOTAL TRUTTERS TO THE PROPERTY OF THE PROPERTY	TAMB	DEG . FAHR	124.5	130.7	143.1	148.8	157.9	165.0	182.8	201.1
נוני ני	FCT	DEG . FALR		119.1	119.5	119.1	121.1	121.3	122.1	124.6
- 24	NLT	DEG. FAHR	348.4	351.1	380.1	391. 8	398.8	403.1	412.2	411.9
	IMI	DEG . FAFR	80.9	80.9	81.0	81.0	80.9	81.1	81.3	81.5
- 1			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
000 • ON 11 TO 10 3	SKNT3	DEG . FAHR	770.1	765.7	762.9	760.9	158.7	758.0	775.6	811.3
OF IN TERM	SKNT	DEG . FAHR	7.047	738.4	147.8	764.4	785.6	809.2	927.8	1023.7
ON IN TEMP	SKNTS	DEG . FAHR	673.2	671.1	679.0	693.5	7111.	731.7	834.0	915.4
CK TN TEMP	SKNT6	DEG. FAHR	558.2	550.7	551.5	562.7	581.9	6.909	141.6	856.8
TUND	SKNT7	DEG. FAHR	511.1	507.0	507.2	514.7	528.8	548.4	658.7	742.6
- 111 N N N N N N N N N N N N N N N N N	TCI	DEG . FAFR	6.61	6.61	19.9	19.8	8.61	80.0	80.5	81.3
	SKNTO	DEG. FAHR	416.9	406.8	393.0	379.5	367.0	354.8	305.5	272.5
- UND	CT TNX S	DEG. FAHR	955.6	991.3	1103.6	1204.2	1284.6	1352.9	1554.5	1626.6
TEMP, NO.	SKNT11	DEG. FAHR	913.1	935.3	1012.3	1085.3	1145.2	1194.0	1340.3	1396.9
THE	SKNT 12	DEG. FAHR	84.3	84.4	84.5	85.3	86.5	86.7	88.9	9.06
CK IN TEMP	S KNT 13	DEG. FAHR	695.3	10601	765.5	818.6	859.4	890.6	973.8	1005-3
TEMP	SKNT 14	DEG. FAHR	258.2	259.3	256.9	251.7	245.4	238.6	20602	189.9
CATA TEMO	S KNT 15	DEG. FAHR	264.3	265.4	263.6	258.2	251.6	244.9	216.3	197.4
ON THE PERSON	SKNT16	DEG. FAHR	267.7	268.8	269.2	269.3	269.1	270.3	274.1	279.8
ON CASE	S KNT 17	DEG . FAHR	250.8	251.9	252.8	253.8	255.3	256.7	261.5	263.2
	SKNT18	DEG . FAHR	816.5	822.8	844.7	866.6	887.8	908.9	10001	1092.3
T - ON THE HE NO.	SKNT19	DEG - FAFR	735.1	737.1	746.3	755.7	764.6	173.0	809.9	841.0
- L L	SKNIZOA	DEG. FAHR	991.9	1023.4	1118.6	1205.4	1277.0	1340.8	1535.4	1601.0
TEMP NO.	CKNT21A	DEGLEAHR	9-666	1033.0	1122.9	1201.9	1267.1	1325.8	1511.1	1585.0
SKIN TEMP NO ZIA)							

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MUDEL NO 8911 TEST DATE 04/17/86 TEST CELL A-2	, - 0, 0	×																			ORIG	GINAL POOR	PA(QU/	TE I	S	
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•			29.	231.7	131.	410.1 82.0	0.0	951.6	1044.1	876	1	238.0		1432	1030	ì		264	1269.1	511.3	1626				i 	
7 0	SEC		20.0	214.0	126.5	411.5	0.0	866.2	973.6	921.4	82.2	252.7	1655.7	1419.6	1020.2	177.8	185.0	264.0	1164.3	868.4	1642.3					
IN2 IN2 I RS/SEC	L 85/		ST AF IC	124.5	117.5	348.4 80.9	0.0		ſ	558.2	ł		- 1				264.3	250.8	316.5		9°1666					
0.37720 15.1360	000	S	5								1									- 1						
AE AE		PARAMETERS	UNIT	DEG. FA	DEG.FA	DEG. FAHR		DEG.FA	DEG. FA	DEG. FA	050 54	DEG.FA	DEG. FA	DEG. FA	DEG. FA	DEG. FA	DEG. FA	DEGEL	DEG. FA	DEG. FA	DEG.FAHR					
1/C 1/C FIE	OXID FSG	EXTRA PAR	SYMBOL	T AMB	5	L Z		SKNT3 SKNT4		SKNT6			ł				S KNT 15			61.	S KNT 20 A S KNT 21 A					
		ш	λS										8	<i>o</i> , 0	73 (7)	S	0, 1		, 6,	0,	ŠŠ					
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14.43	0.0			4PERA T	CAVITY TEMP	P. ATIRE	1	m 4	2	91	NO. 7	2 4 6 2 6	1.0	11	71 13	14	15	16	- 60	19	29A 21A					
BAROWETRIC PRESSURE TIME OF RUN	60/60 60/60	OR IF ICE		ENT TE	TY TEM	IND TEMP. TEMPERATIRE	1 1 1	25	, ļ .			- ,			2 2		_	2			2 P.					
R IC PR	FUEL SP.GR. 6 OX ID SP.GR. 6	OX TO TRIM ORI	PARAMETER	A43 I	CAVI	NOZZLE LAND		TEMP	TEMP	TEMP	TEMP	7 T.L.	TEMP	TEAP	TEMP	TEND	TEMP.	0 7 V	A L	TEMP	TEMP.					

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					P.F. 1			Ŧ .:	I '									•			,									
						15.0	188.9	162.3	312.0	82.5	0.0	887.1	1040.0	950.2	841.1	147.1	82.3	291.7	1517.1	1344.2	98.5	984.4	208.1	223.8	350.5	312.3	1131.4	920.5	1526.7	1494.6
				`		10.0	180.8	160.9	374.6	82.2	0.0	857.3	963.4	883.7	152.1	676.0	81.8	325.5	1469.1	1305.1	91.6	965.5	236.8	253.2	352.5	316.7	1070.3	9.168	14/2.8	1446.9
	8911 04/17/86 A-2	4381		z		5.0	168.7	159.3	376.0	82.2	0.0	846.8	862.1	793. B	62 8. 6	574.3	81.5	3/5.4	1314.3	1189.3	95.8	0.606	278.5	293.0	354.0	31 7.3	975.6	866.5	1316.2	1303.4
•	NO DA 1E CE LL			X VAL S/N		4.0	162.1	158.9	374.2	82.1	0.0	848.4	841.0	114.8	604.6	555.0	81.5	387.3	1258.9	1147.4	95.3	885.0	288.0	302.2	354.1	317.0	963.8	858.8	1262.2	1256.3
	MODEL TEST TEST	TE ST	33	F /0 x		3.0	151.4	159.2	372.6	82.1	0.0		821.4	151.3	585.5	539.7	81.4	366.6	1189.1	1 0 0 4 0 0	94.8	852.2	591.5	311.1	354.3	316.6	965.5	850.4	1198.6	1200.2
						2.0	141.6	158.9	367.1	81.9	0.0	854.0	805.6	743.6	574.0	531.9	81.4		İ	1024.9	94.1	806.2	305.1	318.5	354.4	316.3	948.9	841.9	1120.5	1130.2
	, EC	SEC				1.0	127.4	158.4	349.1	81.9	0.0	857.1	796.3	735.6	572.6	531.7	81.4	426.8	995.6	951.5	93.2	756.5	308.4	321.4	354.2	315.9	932.2	834.2	1035.1	1050.8
	20 IN2 50 IN2 L BS/SEC	L BS/SEC				STATIC	120.3	157.9	385.3	82.0	0.0	862.8	799.5	739.3	519.5	536.9	81.4	435.8	967.5	933.1	93.0	745.6	307.1	319.9	353.2	314.5	6.626	834.1	10101	1024.5
	AF 0.37720 AE 15.1360 NOM 0.0	O-O MON	NOM 0.0		PARAMET ERS	UNITS	DEG.FAFR	DEG . FAHR	DEG. FAHR	DEG. FAHR		DEG. FAHR	DEG.FAPR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG.FAHR	DEG. FAFR	DEG. FAHR	DEG. FAHR	DEG.FAFR	DEG. FAHR	DEG. FAPR	DEG. FAHR	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG . FAHR	DEG.FAHR
	1/C 1/C Fuel	CIXO	080		EXTRA PAR	SYMBOL	TAMB	FCT	NLT	TWT		SKNT3		İ			LCT	SKNT9	CI TNA S				S KNT 14	SKNT 15	S KNT 16	S KNT 1.7	SKNT18	S KNT 19	SKNT20A	SKNTZIA
	14.43 PSIA 1410 HRS		0.0 N204				TEMPERA TURE		•	TURE							ATRE		10		2	<u> </u>	4	2	51		æ	•	204	21A
	BAROMETRIC PRESSURE TIME OF RUN	FUEL SP.GR. 60/60	OXID SP.GR. 60/60 FIFE TRIM ORIFICE	1_		PARAMETER	A2. CELL AMRIENT TEMP	ELEL CAVITY	NO 71 F LAND			67. SKIN TEMP. NO. 3	SK TN	SK IN	SK IN TEMP.	SK IN TEMP AND	CELL	SK IN TEMP.	SKIN TEMP . NO.	SK IN TEMP	SK	SKIN TEMP.	END	CK IN TEMP	SK IN TEMP NO.	CK IN TEMO	CK IN TEMP	CK IN TEMP	CK TW TEMP NO.	TEMP NO.

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MODEL NO 891.1 TEST DATE 04/17/86	CELL	TE ST NU 4381		INJ S/N	F/OX VAL S/N /															O 1				AL			A(U)				
							29.4	210.8	164.9	365.7	82.5	0.0	980.2	1150.7	1050.8	7.126	828.3	84.3	253.4	1534.2	1360.7	4.66	991.8	169.4	178.8	344.2	297.9	1208.5	964.6	1547.6	1525.1
	L BS / S EC	BS/SEC					20.0	201.3	162.6	367.7	82.5	0.0	921.7	1091.5	1.966	888.8	190.1	83.2	271.2	1529.6	1358.0	0.66	6.066	189.4	203.0	348.3	307.1	1141.8	938.7	1545.9	1513.3
20 IN2			_				ST AT IC	120.3	157.9	385.3	82.0	0	862.8	799.5	739.3	519.5	536.9	81.4	435.8	967.5	933.1	93.0	745.6	307.1	319.9	353.2	314.5	929.9	834.1	10101	1024.5
AF 0.37720 AE 15.1360		0	NOM 0.0			PARAMETERS	UNITS	DES.FAFR	DEG . FAFR	DEG.FAHR	DEG.FAHR		DEG.FAHR	DEG.FAPR	DEG.FAHR	DEG.FAHR	DEG.FAFR	DEG . FAHR	DEG.FAHR	DES.FAHR	DEG . FAHR	DEG.FAHR	DEG. FAHR	DEG.FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAFR	DEG. FAHR	DEG.FAHR
2/1	FUEL	01 XO	FSG	086		EXTRA PAR	SYMBOL			NLT				1					61	10	11	12	13	14	15	16	17	18	S KNT 19	SKNT20A	SKNT21A
																							,						•		
14.43 PSIA	30.0		0.0 N204					PERATURE		•	TURE					-		ATURE	-	10	1	7	.3	4	ر. ح	91	7	66	61	20A	71A
BARCMETRIC PRESSURE	NEW TO DELL	FIE SP.58. 60/60	SP GR	TRIM OR	1	•	PARAMETER	62. CELL AMBIENT TEMPERATURE	A. FIIF	NOZZLE LAND			67. SKIN TEMP. NO. 3	SK IN TEMP.	69 SK IN TEMP . NO . 5		SK IN TEMP.	72. LOAD CELL TEMPER	SK 1N	TEMP. NO.	SK IN TEMP.	SK IN	77. SK IN TEMP. NO. 1	78. SK IN TEMP. NO. 1	79. SKIN TEMP. NO. 1	_	81. SK IN TEMP. NO. I	82. SKIN TEMP. NO. I	83. SKIN TEMP. NO. 1	84. SKIN TEMP. NO. 2	85. SK IN TEMP. NO. 2

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111 711/186 2	: Ex		2.0 10.5	36.1 152	82.3 180	35¢ 83	0.0	62.0 685 63.6 799	4.6 762	5.1 646	187	1.7 2/0	1.7 1330	2.9 106	2.4 923	279	7.1	8.3 381	41.4 754	7.8 1372	.3 133	·		ngia Po	,	PAC	
EL NU 891 T DA TE 047 T CELL A-2	S/N S/N S/N	X VAL S/N	4.0		٥.	82.9	0.0	661.8 6	08.0	451.9 4	\ ```	ю.	٦.	Š	5		. ~	6.	1 1.241	03.3	95.5				:	:	
MUDEL 1E ST (TE ST (TE ST T/C INJ	F /UX	3.0	21.	183.0	82.	o	663.0		_			•			-			721.1	008.	. 1						
			2.0	11.	m i	82.	၁	586.4	62.	02.	8	325.6		100	.60	85.		6.0	703.0	90	;						
IN2 IN2 L BS / S EC	57 S E C		1.0	•	183.0	, ,	0.0	656.8	550.1	391.6	78.1	334.3	708.3	98.6	632.3	393.1	407.0	389.7	684.0	755.8	778.7						
7720 IN2 1360 IN2 LBS	.0 .0		STAT 1C	92	7	2. 6. 2. 6.	0	669.8	549	390	78	339	662	86	610	392	404	389	6.59.9	712.3	733.3						
AF 0.3 AE 15.	0 MON 0 MON 0 MON	• • •	UNITS	DEG. FALR	DEG . FAFR	DEG. FAFR		DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG . FAHR	DEG. FAFR	DEG - FAFR	DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR	DEG. FAFR	DEG. FAHR	14.6	DEG.FAHR						
T/C T/C FUEL	0X1D FSG 0SG	EXTRA PAR	SYMBOL	TAMB	FCT	NC.		SKNT3 SKNT3	SKNT5	SKNT6	LCT	SKNT9	CITNAS	SKNT12	S KNT 13	SKNT14	SKNT 16	S KNT 1.7	S KNT 18	S KNT20 A	SKNT21 A						
																			•	1			·				
PSIA HRS				RE																							
14.43	0.0			MP ERA TU	d	r. A TURF		r 4	2	•	TEMPERATURE	6	1.3	12	13	14	16	17	£ .	20A	21A						
BAROMETRIC PRESSURE TIME OF RUN	FUEL SP.GR. 60/60 OX ID SP.GR. 60/60 FUEL TRIM ORIFICE	IO TRIM ORIFICE	PARAMETER		FUEL CAVITY	64. NUZZLE LAND 1EMP. 45. Tur wali temperature		67. SKIN TEMP. NO.	SK IN TEMP. NO.	SK IN TEMP. NO.	LOAD CELL	SKIN TEMP.	SK IN TEMP. NJ.	TEMP. NO.	SK IN TEMP . NO.	SKIN TEMP . NO.	TEMP. NO.	. SK IN TEMP . NO.	SK IN TEMP. NO.	4. SK IN TEMP. NO.	SKIN TEMP. NO.						

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5																												
PAGE	NU 8911 UAIE 04/17/86 CELL A-2	!	VAL S/N																									
	MODEL NO TEST DATE TEST CELL	<i>31 3</i>	_																									
I					29.4	197.8	179.0	318.0	83.5	0.0	3.484.2	989.7	F . 42 H	801.9	82.0	244.8	1394.3	1292.6	106.9	945.6	174.0	185.1	377.5	340.7	947.5	899.2	1450.7	1420.2
CHOINE SAM	INZ INZ BS/SEC	LBS/SEC			20.0	176.2	179.1	322.9	83.3	0.00	640.7	920.7	8008	756.8	80.7	245.2	1391.0	1294.3	107.4	4.446	205.1	223.5	390.0	360.5	859.0	845.8	1447.4	1419.1
71170	_				ST AT IC	92.0	182.4	418.5	82.9	0.0	8.600	2 675	300	376.0	78.1	339.4	662.7	660.7	1.86	610.5	392.9	402.9	406.5	389.6	6.659	8.669	712.3	733.3
	AT 0.37720 AE 15.1360 NOM 0.0	N N N		PAR AMET ERS	UNITS	DEG. FAHR	DEG . FAHR	DEG . FAHR	DEG. FAHR		DEG. PATK	DEC. FARD	DEC. TARE	DEG. FAFR	DEG . FAHR	DEG.FAHR	DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG.FAHR
	1/C 1/C FUEL	OXIO PSG	C C C C C C C C C C C C C C C C C C C	EXTRA PAR	SYMBOL	TAMB	FCT	NLT	121	2	N N N N N N N N N N N N N N N N N N N	CKNTS	CKNTA	SKNT	LCT	SKNT9	CITNA S	SKNT11	S KNT 12	SKNTI3	S KNT 14	S KNT 15	S KNT 16	SKNT17	S KNT 18	S KNT 19	SKNTZOA	SKNT21A
	PSIA HR S	4MH N2 04																										
1	14.43 P 1413 H					ERATURE			URE						TWE		•		01	•	.+	10	9		6 0	6	DA.	4 1
F110 KEV-01/08/00	BAROWETRIC PRESSURE TIME OF RUN FENGTH OF RIM	FUEL SP.GR. 60/60 DX ID SP.GR. 60/60	- 1		PARAMETER	62. CELL AMBIENT TEMPERATURE			65. TUB WALL TEMPERATURE		67. SKIN TEMP. NG. 5	O NU	CK TN TEND	SK IN TEMP NO.	CELL	SK IN		SKIN		77. SKIN TEMP. NO. 13		79. SKIN TEMP. NO. 15	TEMP. NO. 1	81. SK IN TEMP. NO. 1	SK IN TEMP. NO. 1	. SKIN TEMP. NO. 1	84. SKIN TEMP. NO. 20	85. SK IN TEMP. NO. 21

SP, GR, 60/60 O.0 NAH FSG NOM O.0 LBS/SEC T/C S/N TRIM ORIFICE 60/60 0.0 NZO NZO T/C S/N TRIM ORIFICE 60/60 0.0 NZO NZO NZO TRIM ORIFICE 60/60 0.0 NZO NZO NZO RAMETER 70/10 0.0 0.0 0.0 0.0 FELL AND TEMP 70/10 113.2 126.4 137.9 146.1 FELL CAVITY TEMP 70/10 113.2 126.4 137.9 146.1 VICID LAND TEMP 70/10 0.0 0.0 0.0 0.0 0.0 NEIN TEMP 70/10 0.	The control of the	SP.GR. 60/60 0.3 SP.GR. 60/60 0.0 TRIM ORIFICE TRIM ORIFICE ARAMETER		1/C FUE	NOM 0.0	360 IN2 L BS/	SEC		5 T T		04/11/8 A-2	86	
RAME TERM TEMPERATURE TAMB DEG_FAME 1883 1883 1884 1884 1895 1895 1895 1895 1895 1895 1895 1895	FILE AND TETPE FILE AND TETPE	TRIM ORIFICE RAMETER ELL AMBIENT		0X1 FSG 986	O O O WON	L BS/	SEC		1 T		4384		
CELL ANNOINE TAMB DEG_FARR 10.1 2.0 3.0 4.0 5.0 10.0 CELL ANNOINE TAMB DEG_FARR 10.4 113.2 126.4 137.9 146.1 115.4 177.9 146.1 115.4 177.9 146.1 115.4 177.9 146.1 115.2 116.0 <th>CELL ANGIENT TEMPERATURE CELL ANGIENT TEMPERATURE THO DEC. FAR 107.4 113.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 120.4 124.9 147.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4</th> <th>ARANETER CELL AMBIENT</th> <th></th> <th>٥</th> <th>AMET ERS</th> <th></th> <th></th> <th></th> <th>F</th> <th>VAL</th> <th>Z</th> <th></th> <th></th>	CELL ANGIENT TEMPERATURE CELL ANGIENT TEMPERATURE THO DEC. FAR 107.4 113.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 13.2 120.4 127.9 144.1 120.4 124.9 147.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4 127.9 144.1 120.4	ARANETER CELL AMBIENT		٥	AMET ERS				F	VAL	Z		
CELL ANBIENT TEMPERATURE TAMB DEG,FAHR 107.4 113.2 126.4 137.9 146.1 154.4 173.2 FUEL CAVITY TEMP THOL CAVITY TEMP NGT DEG,FAHR 107.4 113.2 126.4 137.9 189.0 189.0 189.0 189.0 189.0 189.0 189.1 189.1 189.0	FULL MABLEYT TEWPERATURE FULL CANAITY TEWPERATURE FULL CACATITY TO FULL CACATITY FOR THE FULL CACA	CELL AMBIENT	S	YMBOL	UNITS	STATIC	1.0	2.0	3.0	4.0	•	0	15.0
FUE CAVITY TEMP FCT DEG-FAHR 188.4 188.9 188.9 188.9 188.0	THE CANIVITY TEEP 1884 1884 1884 1885 1			TAMB	DEG. FAHR		- 1	126.4	137.9	146.1	154.4	•	184.4
NUT DEG-FAHR 34.4 20.3 288.4 283.5 281.5	NOTICE LAND TEAP. NULL TEAPERATURE THI DEG-FARR 33.4, 200.3 283.4 285.3 283.4 285.3 283.4 285.3 283.4 285.3 283.4 285.3 283.7 285.6 285.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	표 교		FCT	DEG . FAHR		188.7	188.8	188.9	189.0	189.0	189.1	189.3
SKIN TEMPORAL LEMPERALUKE SKNT3 DEG-FAHR 692.4 691.9 776.9 776.9 776.9 776.9 895.0 895.0 881.0 895.0 881.0 895.0 895.0 895.0 895.0 881.0 895.0 881.0 895.0 895.0 895.0 895.0 895.0 881.0 895.0 881.0 895.0 895.0 895.0 895.0 895.0 895.0 895.0 895.0 895.0 895.0 881.0 895.0 881.0 895.0	SKNT DEGE FARE 788-5 74-3 70-0 70-0 70-0 70-0 70-0 70-0 70-0 70	NOZZLE LA		בן א נין	DEG FAFR	364.9	290•3	4.882 84.4	6 - 6 8 2 8 4 . 6	6-187	219.5 83.7	271.5 83.7	7.007
SKINT DEG.FAPR 788.5 783.1 779.9 776.5 776.5 776.5 788.6 SKIN TEMP. NO. 4 SKNT4 DEG.FAPR 692.4 691.9 704.2 722.5 744.3 775.5 986.0 SKIN TEMP. NO. 6 SKNT DEG.FAPR 692.6 672.6 674.6 687.6 120.6 120.6 120.6 120.6 120.6 120.6 120.6 120.6 120.6 120.6 120.6 120.6 120.6 120.6 120.6 120.6 120.6 120.6 120.6	SKNT TEMP NO. 3 SKNTT DEC. FAR 783.5 783.7 764.9 775.9 774.7 775.6 783.6 783.6 784.7 765.9 765.7 784.7 765.9 783.7 765.9 765.9 783.7 765.9 784.7 765.9 784.7 765.9 784.7 765.9 784.7 765.9 784.7 765.9 784.7 765.9 784.7 765.9 784.7 785.0 <td>IUB WALL</td> <td></td> <td></td> <td>24.000</td> <td>0.0</td> <td>סיר</td> <td>0</td> <td>0.0</td> <td>0.0</td> <td>0</td> <td>0</td> <td>0</td>	IUB WALL			24.000	0.0	סיר	0	0.0	0.0	0	0	0
SKIN TEMP, NO. 4 SKNT6 DEG-FAPR 692.4 691.9 704.2 722.5 744.3 766.9 866.0 866.0 86.0 86.0 714.6 737.5 893.5 883.5 883.5 893.0 714.6 737.5 893.5 893.5 883.5 893.6 938.0 714.6 737.5 893.5	SKIN TERP NO. 4 SKNT4 DEG-FAHR 692.4 661.9 174.2 174.4 176.5 98.0 165.4 986.0 166.5 980.0 166.9 986.0 166.5 980.0 166.5 980.0 174.4 1737.5 980.0 174.4 174.7 174	SKIN TEMP. NO.		SKNT3	DEG.FAHR	788.5	783.1	119.9	116.9	174.1	113.6	188.4	823.0
SKINT TEMP, NO. 5 SKINT DEG-FAHR 663.8 6622.9 614.3 695.0 114.7 544.9 665.1 SKINT TEMP, NO. 7 SKINT TEMP, NO. 7 SKINT TEMP, NO. 7 LCT DEG-FAHR 474.9 472.0 510.7 544.9 665.1 LCT DEG-FAHR 474.9 472.0 510.7 544.9 665.1 LCT DEG-FAHR 474.9 472.0 510.7 544.9 665.1 SKINT TEMP, NO. 10 SKINT TEMP, NO. 10 SKINT TEMP, NO. 11 SKINT TEMP, NO. 12 SKINT TEMP, NO. 14 SKINT TEMP, NO. 15 SKINT TEMP, NO. 15 SKINT TEMP, NO. 15 SKINT TEMP, NO. 16 SKINT TEMP, NO. 16 SKINT TEMP, NO. 16 SKINT TEMP, NO. 16 SKINT TEMP, NO. 16 SKINT TEMP, NO. 16 SKINT TEMP, NO. 16 SKINT TEMP, NO. 16 SKINT TEMP, NO. 16 SKINT TEMP, NO. 16 SKINT TEMP, NO. 19	SKNTS DEG-FAHR 663-8 6622-0 01-3 163-0 051-2 051	SKIN TEMP. NO.		SKNT4	DEG. FAHR	- 1	691.9	704.2		744.3	_	866.0	932.5
SKINT DEG_FARR 474.9 472.1 496.0 518.7 544.9 665.1 LCT DEG_FARR 474.9 472.1 496.0 518.7 544.9 665.1 LCT DEG_FARR 473.2 80.2 80.2 80.2 80.2 80.2 80.4 81.0 10.0 518.7 544.9 565.1 SKINT TEMP. NO. 13 80.2 80.2 80.2 80.2 80.2 80.2 80.2 80.4 81.0 10.0 310.4 81.0 SKINT TEMP. NO. 13 84.9 369.7 356.9 310.4 81.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	SKIN TEWPO NO. 6 SKINT OFFICEARR 1910 1910 1817 5419 6651 SKINT TEWPO NO. 10 SKINT TO FEG. FARR 1910 1910 1817 5419 6651 SKINT TEWPO NO. 10 SKINT TO FEG. FARR 1910 1910 1817 5819 1810 SKINT TO FEG. FARR 1910 1910 1817 5819 1810 SKINT TEWPO NO. 10 SKINT TEWPO	SK IN TEMP . NO.	•	SKNT5	DEG FAHR	663.8	662.5	0	0,75	1.417	131.3	659.5	906
LCT DEG.FAHR 80.2 80.3 80.2 80.4 81.0 LCT DEG.FAHR 413.0 404.7 393.0 380.9 369.7 358.9 313.4 SKIN TEMP. NO. 9 SKINT TEMP. NO. 13 SKINT TEMP. NO. 12 SKINT TEMP. NO. 12 SKINT TEMP. NO. 13 SKINT TEMP. NO. 13 SKINT TEMP. NO. 14 SKINT TEMP. NO. 15 SKINT TEMP. NO. 15 SKINT TEMP. NO. 16 SKINT TEMP. NO. 16 SKINT TEMP. NO. 16 SKINT TEMP. NO. 16 SKINT TEMP. NO. 16 SKINT TEMP. NO. 16 SKINT TEMP. NO. 16 SKINT TEMP. NO. 16 SKINT TEMP. NO. 16 SKINT TEMP. NO. 16 SKINT TEMP. NO. 16 SKINT TEMP. NO. 16 SKINT TEMP. NO. 16 SKINT TEMP. NO. 16 SKINT TEMP. NO. 17 SKINT TEMP. NO. 17 SKINT TEMP. NO. 18 SKINT TEMP. NO. 18 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 19 SKINT TEMP. NO. 21A SKINT TEMP. SA SKINT TEMP. SA SKINT TEMP.	SKIN TEMP NO. 9 SKIN TEMP NO. 9 SKIN TEMP NO. 9 SKIN TEMP NO. 9 SKIN TEMP NO. 9 SKIN TEMP NO. 11 SKIN TEMP NO. 11 SKIN TEMP NO. 12 SKIN TEMP NO. 12 SKIN TEMP NO. 12 SKIN TEMP NO. 13 SKIN TEMP NO. 12 SKIN TEMP NO. 12 SKIN TEMP NO. 13 SKIN TEMP NO. 12 SKIN TEMP NO. 14 SKIN TEMP NO. 15 SKIN TEMP NO. 15 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 16 SKIN TEMP NO. 17 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 19 SKIN TEMP NO. 21	SK IN TEMP . NO.		SKNT 2	DEG. TAHR	674.0	472.1	479.1	496.0	518.7	244.0	665.1	733.7
SKITO DEG.FAHR 413.0 404.7 393.0 380.9 369.7 358.9 315.4 SKIN TEMP. NO. 13 SKINTI DEG.FAHR 834.9 866.5 960.4 1C41.0 1101.5 1145.6 1248.8 112.0 SKIN TEMP. NO. 12 SKNITI DEG.FAHR 105.8 106.0 1014.2 106.9 1101.5 1145.6 1248.8 112.0 1203.5 112.0 1203.5 108.8 SKIN TEMP. NO. 13 SKNITIS DEG.FAHR 334.2 335.4 329.2 317.6 304.8 291.5 236.3 SKIN TEMP. NO. 14 SKNITIS DEG.FAHR 336.0 337.6 333.5 324.3 313.7 303.0 253.9 SKIN TEMP. NO. 15 SKNITIS DEG.FAHR 386.0 337.6 333.5 324.3 313.7 303.0 253.9 SKIN TEMP. NO. 15 SKNITIS DEG.FAHR 389.3 369.8 369.5 336.5 346.5 365.9 356.7 SKIN TEMP. NO. 19 SKNITIS DEG.FAHR 789.6 789.6 789.6 789.6 789.6 789.6 <td>SKNTT TEPP NO. 9 SKNTT TEPP NO. 9 SKNTT TEPP NO. 10 SKNTT TEPP NO. 10 SKNTT TEPP NO. 10 SKNTT TEPP NO. 10 SKNTT TEPP NO. 10 SKNTT TEPP NO. 11 SKNTT TEPP NO. 11 SKNTT TEPP NO. 11 SKNTT TEPP NO. 12 SKNTT TEPP NO. 12 SKNTT TEPP NO. 12 SKNTT TEPP NO. 12 SKNTT TEPP NO. 12 SKNTT TEPP NO. 14 SKNTT TEPP NO. 14 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 17 SKNTT TEPP NO. 18 SKNTT TEPP NO. 18 SKNTT TEPP NO. 18 SKNTT TEPP NO. 18 SKNTT TEPP NO. 19 SKNTT TEPP NO.</td> <td>TOAN CELL TEMPERA</td> <td></td> <td>LCT</td> <td>DEG - FAHR</td> <td>80.2</td> <td>80.3</td> <td>80.2</td> <td>80.2</td> <td>80.3</td> <td>80.4</td> <td>81.0</td> <td>81.8</td>	SKNTT TEPP NO. 9 SKNTT TEPP NO. 9 SKNTT TEPP NO. 10 SKNTT TEPP NO. 10 SKNTT TEPP NO. 10 SKNTT TEPP NO. 10 SKNTT TEPP NO. 10 SKNTT TEPP NO. 11 SKNTT TEPP NO. 11 SKNTT TEPP NO. 11 SKNTT TEPP NO. 12 SKNTT TEPP NO. 12 SKNTT TEPP NO. 12 SKNTT TEPP NO. 12 SKNTT TEPP NO. 12 SKNTT TEPP NO. 14 SKNTT TEPP NO. 14 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 15 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 16 SKNTT TEPP NO. 17 SKNTT TEPP NO. 18 SKNTT TEPP NO. 18 SKNTT TEPP NO. 18 SKNTT TEPP NO. 18 SKNTT TEPP NO. 19 SKNTT TEPP NO.	TOAN CELL TEMPERA		LCT	DEG - FAHR	80.2	80.3	80.2	80.2	80.3	80.4	81.0	81.8
SKINTIO DEG.FAHR 834.9 866.5 960.4 IC41.0 II01.5 I145.6 I244.8 SKIN TEMP. NO. II SKNTIL DEG.FAHR 105.8 106.0 106.4 107.8 108.3 108.3 SKIN TEMP. NO. II SKNTIZ DEG.FAHR 105.8 106.0 106.4 107.8 108.3 108.3 SKIN TEMP. NO. II SKNTIZ DEG.FAHR 334.2 335.4 329.2 317.6 304.8 291.5 23.9 SKIN TEMP. NO. II SKNTIS DEG.FAHR 334.2 333.5 324.3 313.1 304.8 291.5 23.9 SKIN TEMP. NO. IS SKNTIS DEG.FAHR 383.0 383.6 383.7 383.3<	SKIN TEMP. NO. 13 SKNT12 DEG.FAPR 834.9 864.5 960.4 1C41.0 1101.5 1145.6 1224.8 SKIN TEMP. NO. 11 SKNT11 DEG.FAPR 105.8 106.0 100.4 101.4 101.8 1101.2 10031.5 SKIN TEMP. NO. 12 SKNT12 DEG.FAPR 105.8 106.0 100.4 101.4 101.8 1108.3 1108.3 SKNT14 DEG.FAPR 105.8 106.0 106.4 101.4 101.8 108.3 SKNT14 DEG.FAPR 105.8 106.0 100.8 100.4 100.8 1	A CKIN TEMP NO 9		SKNT9	DEG. FAFR	413.0	404.7	393.0	380.9	369.7	8	315.4	288.2
SKINTIL DEG-FAHR 830.8 858.2 542.0 1014.2 1069.7 1112.0 1203.5 SKIN TEMP. NO. 12 SKNTIZ DEG-FAHR 105.8 106.0 106.4 107.8 108.3 108.8 SKIN TEMP. NO. 12 SKNTIZ DEG-FAHR 105.8 710.8 760.5 801.8 829.7 849.3 885.6 SKIN TEMP. NO. 14 SKNTIA DEG-FAHR 334.2 335.4 329.2 317.6 304.8 291.5 236.3 SKIN TEMP. NO. 15 SKNTIA DEG-FAHR 383.0 333.5 343.3 343.3 343.3 343.3 345.5 SKIN TEMP. NO. 16 SKNTIB DEG-FAHR 369.3 369.8 366.3 361.3 365.9 346.4 346.	SKIN TEMP NO. 11 SKNIT DEG-FARR 830-8 858-2 942-0 1014-2 1059-7 1112-0 1203-5 SKN TEMP NO. 13 SK IT TEMP NO. 13 SKNIT DEG-FARR 830-8 858-2 810-8 829-7 849-3 889-6 SKN TEMP NO. 14 SKNIT DEG-FARR 334-2 335-4 329-2 317-6 304-8 291-5 236-3 387-8 335-6 337-6 334-8 291-5 236-3 387-8 335-6 337-6 304-8 291-5 235-3 387-8 335-6 337-6 304-8 291-5 235-3 387-8 335-6 337-6 304-8 291-5 235-3 387-8 335-6 337-6 304-8 291-5 235-3 387-8 335-6 337-6 303-6 237-6 337-6 303-6 237-6 336-9 337-6 336-9 337-6 336-9 337-6 336-9 336-7 336-9 387-1 387-8 386-7	SKIN TEMP NO. 1		SKNT10	DEG - FAHR	834.9	866.5	960.4	C41.	101.	145.	1248.8	1272.4
SK IN TEMP. NO. 12 SKNT12 DEG-FAHR 105.8 106.0 106.4 107.4 107.8 108.3 108.8 SK IN TEMP. NO. 13 SKNT13 DEG-FAHR 334.2 335.4 329.2 317.6 304.8 291.5 236.3 SK IN TEMP. NO. 14 SKNT15 DEG-FAHR 334.2 335.4 329.2 317.6 304.8 291.5 236.3 SK IN TEMP. NO. 15 SKNT16 DEG-FAHR 383.0 383.6 383.7 383.1 378.5 SK IN TEMP. NO. 16 SKNT17 DEG-FAHR 369.8 369.8 369.5 366.3 366.3 366.3 SK IN TEMP. NO. 19 SKNT19 DEG-FAHR 689.6 691.6 703.5 714.7 726.0 736.3 775.5 SK IN TEMP. NO. 19 SKNT20A DEG-FAHR 890.9 924.6 1018.5 1C97.7 1159.1 1207.3 1324.9 1 SK IN TEMP. NO. 21A SKNT21A DEG-FAHR 909.1 941.7 1022.1 1088.8 1179.9 1277.8 1	SKIN TEMP. NO. 12 SKNIIZ DEG-FAHR 105.8 106.0 106.4 107.8 108.8 108.3 108.8 108.8 SKNIIZ DEG-FAHR 105.8 100.1 13 SKIN TEMP. NO. 13 SKNII DEG-FAHR 105.8 710.8 760.5 101.8 829.7 10.8 829.5 10.0 10.1 13 SKNII TEMP. NO. 15 SKNII DEG-FAHR 105.0 137.6 104.8 291.5 236.3 10.0 10.1 15 SKNII DEG-FAHR 105.0 15 SKNII DEG-FAHR 105.0 16 SKNII DEG-FAHR 105.0 16 SKNII DEG-FAHR 105.0 16 SKNII DEG-FAHR 105.0 16 SKNII DEG-FAHR 105.0 17 SKNII DEG-FAHR 105.0 17 SKNII DEG-FAHR 107.0 18 SKNII TEMP. NO. 18 SKNII TEMP. NO. 20 SKNII TEMP. NO. 21 SKN	SKIN TEMP. NO. I		SKN111	DEG. FAFR	830.8	858.2	842.0		1069.1	112.	1203.5	1221.6
SKIN TEMP. NO. 13 SKINI S KNT14 DEG-FAHR 334-2 335-4 329-2 317-6 304-8 291-5 236-3 SKIN TEMP. NO. 14 SKNT15 DEG-FAHR 334-2 335-5 317-6 304-8 291-5 236-3 SKNT15 DEG-FAHR 383-0 383-6 383-5 313-7 383-3 383-1 378-5 SKNT16 DEG-FAHR 389-8 369-8 369-8 369-8 366-7 36-3 365-9 356-7 SKNT TEMP. NO. 18 SKNT19 DEG-FAHR 689-6 691-6 703-5 714-7 726-0 736-3 775-5 SKNT19 DEG-FAHR 890-9 924-6 1018-5 1097-7 1159-1 1207-3 1324-9 1 SKIN TEMP. NO. 20A SKNT20A DEG-FAHR 890-9 924-6 1018-5 1097-7 1159-1 1207-3 1324-9 1 SKIN TEMP. NO. 21A SKNT21A DEG-FAHR 890-9 924-6 1018-5 1097-7 1159-1 1207-3 1324-9 1 SKIN TEMP. NO. 21A SKNT21A DEG-FAHR 909-1 941-7 1022-1 1088-8 1139-9 1179-8 1277-8 1	SKIN TEMP, NO. 13 SKNT15 DEG, FAHR 334.0 2010 862.0 20	I *CN * dW31 NI XS		S KNT 12	DEG. FAHR	105.8	106.0	106.8	107.4	107.8	.	108.8	109.5
SKIN TEMP. NO. 14 SKNI14 DEG.FAHK 554.6 532.4 517.0 514.0 5	SKIN TEMP. NO. 14 SKNT14 DEG. FAHR 334.0 337.6 337.6 337.5 327.2 317.0 253.9 SKIN TEMP. NO. 15 SKNT15 DEG. FAHR 386.0 337.6 337.7 383.3 313.1 378.5 SKIN TEMP. NO. 17 SKNT16 DEG. FAHR 386.0 383.6 384.8 385.9 383.7 383.3 383.1 378.5 SKIN TEMP. NO. 18 SKNT18 DEG. FAHR 889.6 897.6 887.6 887.6 887.6 887.6 887.8 386.7 366.7 386	SKIN TEMP. ND. 1		SKNT13	DEG. FAFR	6.969	8-01/	760.5	601-8	829.1	30.4	882.0	4068
SKIN TEMP. NJ. 15 SKIN TEMP. NJ. 15 SKINTIS DEG.FAHR 383.0 383.6 383.7 383.3 383.1 378.5 SKIN TEMP. NJ. 16 SKINTIS DEG.FAHR 389.6 691.6 703.5 714.7 726.0 736.3 775.5 SKIN TEMP. NJ. 19 SKINT TEMP. NJ. 20A SKIN TEMP. NJ. 20A SKIN TEMP. NJ. 20A SKIN TEMP. NJ. 21A SKIN TEMP. NJ. 21A SKIN TEMP. NJ. 21A SKIN TEMP. NJ. 21A SKIN TEMP. NJ. 21A SKIN TEMP. NJ. 21A SKIN TEMP. NJ. 21A	SKIN TEMP. NO. 15 SKIN TEMP. NO. 16 SKINT B DEG-FAPR 383.0 383.6 383.7 383.3 383.1 378.5 SKIN TEMP. NO. 16 SKINT B DEG-FAPR 383.0 383.6 364.9 367.3 365.9 365.	SK IN TEMP. NO. 1		SKNILE	DEG. PAHR	334.2	337.4	2.676	31 / 0 0	313.	303.0	253.0	19961 216.8
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!	8911 04/1 //86	A-2	000		S/N								1																
	MUDEL NO TEST DATE	TEST CELL	1 S S N	N/S	F /UX VAL																								1
							29.4	20602	198.6	194.3	0.0	901.1	984.5	9.696	786.9	771.0	7.08	255.5	1132.5	112.9	809.5	136.0	145.9	311.2	268.7	784.5	802.4	1205.6	1203.1
		SEC	S EC				20.0	196.9	197.8	201.2		858.2	954.9	934.1	4.011	751.6	84.1	268.9	1133.2	111.6	812.1	152.3	161.8	325.9	291.8	1.051	807.8	1206.4	1205.8
	20 IN2						ST AT 1C	113.6	198.2	327.3	1.0	806.2	703.5	680.5	502.4	486.0	82.0	414.0	834.0	000	679.2	292.5	590.9	343.9	340.0	667.1	197.8	897.6	912.9
		N	NON NON N	NOW O.0		PARAMETERS	UNITS	DEG . FAFR	DEG . FAHR	DEG FAHR	חבט - סבט	DFG.FAFR	DEG . FAFR	DEG. FAFR	DEG. FAHR	DEG. FAHR	DEG . FAFR	DEG. FAFR	DEC CALD	0147 030	DEG. FAFR	DEG. FAHR	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG.FAHR	DEG. FALR	DEG.FAHR	DEG. FAFR
	2/1	FUEL) 1 XO	9S0		EXTRA PAI	SYMBOL	TAMB	FCT	ארן	- X	SKNT3	SKNT4	SKNTS	SKNT6	SKNT7	רכז	SKNT9	CENTA	250111	SKNT13	SKNTI4	SKNT 15	SKNT 16	SKNT17	SKNT18	SKNT 19	SKNT20A	SKNT21A
	PSIA	° 28	MMH	+ 0.25				**																					
	14.43	30.0	0.0	?				TEMPERA TURE		•	TURE	_			ه. ١	•	EMPERA TIRE	•	10		77	6.7		. 9		· 60	61	204	214
	BAROMETRIC PRESSURE	TIME OF ROW	SP .GR .	OXID SP.GK. 60/60	- t _	<u> </u>	PARAMETER	TANE ASS. 1 (37)	CAVITY	NOZZLE LA	65. TUB WALL TEMPERATURE		SKIN TEMP NU. 5	CK IN TEMP NO.	TEMP, NO.	TEMP. NO.	I DAD CELL T	TEMP.	SKIN TEMP . NO.	SK IN TEMP.		SK IN LEAF	LUM	CK TN TEMP	E 46	CK IN TEMP. NO	TEMP NO.	SK IN TEMP	TEMP.

						0.01	150.1 173.4	197.0 196.9	•	8		608.5 671.5		631.0 611.03				-	.9 1471		999.7 1064.2					E.	: ح	57.1 1683	21.9 1654.1	
	8911 04/17/86 A-2	4386		z		5.0	125.6	195.4	4			 (7.116	n 0	. 0	İ	2 2	~	-	4	•	~	0	6	80	50	0	9 15	1205.7 15	
	L NO DA TE CELL	S/N	Z	3X VAL S/N		4.0	118.2	195.2	434.5	85.0	0.0	580.5	0.46.0	7.176	363.1	80.2	282.9	1122.5	8.686	6.611	7 90.4	304.3	308.9	331.0	324.1	566.4	620.2	1106.9	1103.3	
	MCDEI TE ST	TE ST T.A.	CN.	F /0x		3.0	110.8	195.3	422.6	84.9	0.0	580.9	7.616	470.0	340.6	80.1	288.9	969.1	873.3	112.1	719.0	315.0	317.5	331.3	324.5	541.4	605.4	6 * 6 9 5	618.9	
•	; . • :					2.0	103.7	195.4	404.2	85.1	0.0	582.0	7.854	40104	326.7	80.1	295.3	787.7	736.8	110.0	629.4	324.4	325.1	331.2	325.4	517.7	590.5	812.0	834.2	
	INZ INZ L BS / S EC	85 / S EC				1.0	95.6	195.3	365.8	85.0	0.0	583.2	486.6	0-214	320.4	90.0	302.1	602.4	597.7	108.3	533.7	329.2	328.9	330.8	325.8	494.5	575.7	651.5	681.6	
		L BS	0			STAT 1C	61.3	195.2	327.3	84.9	0.0	585.0	484.7	4/ T-6	3.026	80.0	306.4	543.3	553.2	107.9	506.9	329.4	328.9	330.5	325.3	485.1	571.3	598.8	624.2	
	AT 0.37720 AE 15.1360 NOM 0.0	O WON	NOW 0	DAD ANET EDC	AMEI CRO	UNITS	DEG. FAFR	DEG . FAHR	DEG. FAHR	DEG. FAHR		DEG. FARR	DEG. FAPR	STATE OF COLOR	DEG FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG.FAPR	
	1/C 1/C Fuel	OXID FSG	086	SKO KOTYD	1	SYMBOL	TAMB	FCT	NLT	TWT		SKNT3	SKNT4	SKNIS	SKNI6	LCT	SKNT9	CITNAS	SKNT11	S KNT 12	SKNT13	S KNT 14	S KNT 15	SKNT16	S KNT 1.7	SKNT19	S KNT 19	SKNT20A	SKNTZIA	
														•					•	•	V				•					
	PSIA HRS	MMH N2 04					w																							
	14.43	0.0					TEMPERA TURE		•	1 TURE		~	ا حی	ın v	9 1	FAP FRA TIRE		10	11	12	13	14	15	16	17	18	19	20A	21A	
	BAROMETRIC PRESSURE TIME OF RUN	FUEL SP.GR. 60/60 OX ID SP.GR. 60/60	TRIM DR	OXID TRIM ORIFICE		PARAMETER	62. CELL AMBIENT TEM	FUEL CAVITY	NOZZLE LAND		Į.	SK IN TEMP. NO.	SK IN TEMP. NO.	SK IN TEMP. 40.	70. SKIN TEMP. NO. 6	TO OVO	SK IN TEMP	SK IN TEMP	SK IN	76. SK IN TEMP. ND. 1	77. SKIN TEMP. NO. 1	78. SK IN TEMP. NO. 1	79. SKIN TEMP. NO. I	80. SKIN TEMP. NO. 1	BI. SK IN TEMP. NO. 1		SK IN TEMP.	CN - dr-1 NI XS	5. SK IN TEMP. NO.	

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MUDEL NO 8911 TEST DATE 04/17/86	CELL	TE ST NO 4386	1/C S/N	N/S FNI	F/UX VAL S/N																										
							29.4	228.3	198.9	465.1	85.6	0.0	893.2	1158.4	1032.6	1014.5	873.3	86.0	261.5	1814.3	1553.8	124.0	1120.0	192.4	198.0	346.2	322.9	1201.6	910.3	1767.3	1744.3
	SEC	L BS/SEC					20.0	193.8	197.1	464.7	85.3	0.0	749.6	1014.3	912.1	913.9	784.7	82.9	246.4	1782.8	1522.5	123.3	1094.3	207.9	217.9	339.6	324.3	1038.6	823.0	1734.6	1703.4
720 IN2		L BS/	_	•			ST AT IC	91.3	195.2	327.3	84.9	0.0	585.0	484.7	471.8	328.5	320.5	80.0	306.4	543.3	553.2	107.9	506.9	329.4	328.9	330.5	325.3	485.1	571.3	598.8	624.2
	NON		Y O Z	NOW 0.0		PARAMET ERS	UNITS	DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR		DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR
2/1	FUEL	1x0	FSG	0 S C		EXTRA PAI	SYMBOL	TAMB	FCT	N.1	TWT		SKNT3	SKNT4	SKNTS	SKNT6	SKNT7	רכו	SKNT9	SKNTIO	SKNT 11	SKNT12	SKNT13	S KNT 14	SKNT 15	S KNT 16	SKNT 17	S KNT 18	SKNT 19	SKNT2DA	SKNT21A
PSIA HRS	, J.	HNE	N204								i												1								
1	30.0		0.0					PERA TURE		•	TURE							4 TURE		c	1	2	3	4	2	•	7	60	6	20A	21A
BAROMETRIC PRESSURE	LENGTH OF RUN	FUEL SP.GR. 60/60	DX ID SP . GR . 60/60				PARAMETER	62. CELL AMBIENT TEMPERATURE		NOZZLE LA	65. TUB WALL TEMPERATURE	.99	67. SKIN TEMP. NO. 3	SK IN	69. SKIN TEMP. NO. 5		71. SKIN TEMP. NO. 7	72. LOAD CELL TEMPERA	73. SKIN TEMP. NO. 9	•	75. SKIN TEMP. NO. 1	76. SKIN TEMP. NO. 12	77. SKIN TEMP. NO. 13	78. SKIN TEMP. NO. 1	79. SKIN TEMP. NO. 1	80. SKIN TEMP. NO. 16	SKIN	SK IN TEMP. NO.	TEMP. NO.	SKIN TEMP. NO.	5. SK IN TEMP. NO.

	PAGE
BELL AEROSPACE TEXTRON	MDDEL 8911 - PRELIMINARY TEST REPORT - 02/H2 ENGINE S/N 1
	REV.01/08/86

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MOJEL 8911 - PRELIMINARY
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PAGE UF	MUDEL NU 8911 TEST DATE 04/17/86 TEST CELL A-2	TE ST NU 4387	1/C S/N									5.		,									, 2					The second secon		
						29.4	218.2	225.4	427.8	86.1	0.0	1048.4	1224.0	1107.3	1003.1	883.9	89.7	315.7	1703.9	1482.7	128.6	1081.4	186.8	200.7	380.7	333.9	1340.6	1016.0	1688.0	1656.3
ENGINE S/N	SEC	SEC				20.0	198.9	222.7	430.1	86.1	0.0	988.1	1160.6	1057.6	958.5	845.5	88.1	331.7	1694.0	1477.6	128.1	1078.3	212.0	224.9	383.4	345.1	1254.4	985.6	1675.8	1644.0
- 02/н2 Е	20 IN2 160 IN2 L BS/SEC	L BS/SEC				ST AT IC	132.0	216.7	417.4	85.6	0.0	921.5	868.2	806.9	650.1	601.6	86.1	488.1	1102.5	1060.2	119.5	843.3	338.3	339.4	386.2	358.8	964.5	866.5	1138.3	1146.3
REPORT	AT 0.37720 AE 15.1360	MON	O.O HON		PAR AMET ERS	UNITS	DEG . FAHR	DEG . FAHR	DEG. FAHR	DEG. FAHR		DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG.FAFR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAFR
- PRELIMINARY TEST	1/C 1/C FUEL	01 X O	FS 6	200	EXTRA PI	SYMBOL	T AMB	FCT	NCT	TWT		SKNT3	SKNT4	SKNTS	SKNT6	SKNT7	רכו	SKNT9			_	S KNT 13	SKNII4	SKN115	SKNT16	SKN117	SKNT18	SKNT 19		SKNTZIA
1168 1:	PSIA HRS	TWI	N204																											
MODEL	14.43 P						TEMPERA TURE		-	URE							TWE				61	E.	4	īC	~	_	er.	61	20A	21A
P716 REV.01/08/86	BARDMETRIC PRESSURE TIME OF RUN	09/0	_	FUEL INIM UNIFICE	DAID IRIM URITICE	PARAMETER	62. CFIL AMBIENT TEMP	FUEL CAVITY	NOZ ZL		. 99	SK IN	68. SKIN TEMP. NO. 4	69. SK IN TEMP. NO. 5		71. SKIN TEMP. NO. 7	LOAD		SK IN	SKIN	76. SK IN TEMP. NO. 12	NO. 1	TEMP NO. 1	SKIN TEMP. NO.	SKIN TEMP.	1	SKIN	SKIN TEMP. NO.	SK IN TEMP. NO.	85. SK IN TEMP. NO. 2)

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TYC AF 15-1360 IN2 TYC AE 15-1360 IN2 FUEL NDM 0.0 LBS/SEC FSG NOM 0.0 FSG NOM 0.0 FCT OCSG NOM 0.0 TAMB DEG.FAPR 238.5 239.2 NLT DEG.FAPR 238.5 239.2 NLT DEG.FAPR 86.1 86.1 SKNT5 DEG.FAPR 986.3 979.8 SKNT1 DEG.FAPR 986.3 979.8 SKNT1 DEG.FAPR 986.3 979.8 SKNT1 DEG.FAPR 986.3 979.8 SKNT1 DEG.FAPR 986.3 979.8 SKNT1 DEG.FAPR 986.3 979.8 SKNT1 DEG.FAPR 986.3 979.8 SKNT1 DEG.FAPR 986.3 979.8 SKNT1 DEG.FAPR 986.3 979.8 SKNT1 DEG.FAPR 1133.4 SKNT1 DEG.FAPR 1133.4 SKNT1 DEG.FAPR 133.2 SKNT1 DEG.FAPR 133.2 SKNT1 DEG.FAPR 133.2 SKNT1 DEG.FAPR 133.2 SKNT1 DEG.FAPR 1087.9 SKNT1 DEG.FAPR 1087.9 SKNT1 DEG.FAPR 1087.9 SKNT1 DEG.FAPR 1087.9 SKNT1 DEG.FAPR 1087.9 SKNT1 DEG.FAPR 1087.9 SKNT1 DEG.FAPR 1087.9 SKNT1 DEG.FAPR 1051.8 SKNT1 DE

						10.0 15.0	175.8 185.4	253.4 253.8	•	86.9 86.9			-					7.				1				_	1100.1 1137.3	943.7 951.9	.6	399.3 1419.5	
8911	04/17/86 A-2	4389				5.0	163.7	253.0 25	•		•		-					_	į	_							055.1 110		~	307.7 139	
2	DA 1E CELL	2	× ×	X VAL SIN		4.0	158.3	252.9	339.9	86.9	0.0	933.2	908.1	846.4	653.2	607.1	87.1	437.6	1253.2	1177.7	144.3	714.0	291.3	309.0	406-1	359.6	1044.9	950.6	•	1275.3	
MODEL	TE ST TE ST	TE S	۲ <u>۲</u>	F /UX		3.0	149.1	252.8	341.0	86.9	0.0	1985	891.4	830.4	636.3	592.5	87.8	449.1		m.			307.6	317.7	406.7	359.9	1034.2	914.4	1238.5	1235.9	
						2.0	143.1	252.6	340.0	87.0	0.0	939.4	877.1	817.1	625.9	584.2	87.7	461.2	1144.9	1090.2	142.3	462.4	316.0	325.0	406.8	360.1	1022.6	507.7	1181.2	1187.0	
	/SEC	L BS / S EC				1.0	133.9	252.3	331.6	86.8	0.0	943.4	869.0	809.6	624.6	583.9	87.8	473.1	1070.0	1030.6	141.3	830.9	319.1	327.8	406.5	360.0	1010.5	902.2	1115.0	1126.7	
.37720 IN2			0,0			STAT 1C	129.8	251.6		87.0					633	591			1048.9	~		1					1005.5		1095.0	1106.6	
AT 0	AE 1	NOW 0.0	NON NON)	PARAMET ERS	UNITS	DEG. FAHR	DEG . FALR	DEG.FAHR	DEG. FAFR		DEG.FAHR	DEG. FAHR	DEG.FAPR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG.FAPR	DEG. FAPR	DEG . FAHR	DEG. FAHR	DEG. FAFR	DEG. FAHR	DEG. FAHR	DEG. FALR	DEG . FAHR	DEG. FAHR	DEG. FAFR	DEG . FAHR	DEG. FAHR	
3/1	T/C FUEL	01 XO	FS G	1	EXTRA PAR	SYMBOL	TAMB	FCT		TMT		SKNT3	SKNT4	SKNTS		ı		SKNT9	S KNT 10		7	[]	14	15	16	S KNT 17	S KNT 18	SKNT19	SKNT20A	SKNT21A	
														4						•						,	;: ' ;* •				
4.43 PSIA	1425 HRS	İ	•0 N204				RATURE			æ							RE.														
BAROMETRIC PRESSURE 1	2	0 09/0		OX ID TR IM OR IFICE		PARAMETER	A2. CELL AMBIENT TEMPERATURE		1220N		•	. SK IN TEMP. ND.	68. SK IN TEMP. NO. 4	TEMP. NO.	TEMP.	71. SK IN TEMP. NO. 7	LOAD	SK IN	SK IN TEMP.	5. SKIN TEMP. NO. 11	. SKIN TEMP. NO. 1	TEND.	78. SK IN TEMP. NO. 14	79. SKIN TEMP. NO. 15	TEMP. NO. 1	SK IN TEMP.		SKIN TEMP NO. 1	SK IN TEMP.	SKIN TEMP. NO.	

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ļ	MUDEL NO 8911 TEST DATE 04/17/86 TEST CELL A-2	TEST NO 4389 T/C S/N INJ S/N	F/DX VAL S/N /																								
-1 E	-				29.4	210.7	254.1	324.3	0.0	1011.3	1118.0	1049.5	880.6	820.8	90.1	314.4	1300-6	145.8	952.2	168.9	175.4	372.7	319.0	1212.6	959.6	1459.9	1426.8
ENGINE S/N	IN2 IN2 LBS/SEC	.BS/SEC			20.0	195.2	253.9	328.2	0.0	6.116	1088.2	1023.7	859.0	798.0	88.8	331.9	1303-1	146.4	929.6	188.€	202.8	386.4	335.8	1167.8	956.7	1465.8	1427.3
	1				ST AT IC	129.8	251.6	387.5	0	950.1	873.2	814.0	633•3	591.4	87.9	480.7	1016-5	141.5	825.3	317.5	324.8	405.6	358.8	1005.5	903.6	1095.0	1106.6
IESI KEPUKI - UZ/AZ	AT 0.37720 AE 15.1360 NOM 0.0	N ON ON		PARAMET ERS	UNITS	DEG. FAHR	DEG.FAHR	DEG. FAHR	UCG - TARK	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG . FAHR	DEG FAFR	OFC. FATE	DEG FAFR	DEG. FAFR	DEG. FAPR	DEG. FAHR	DEG.FAFR	DEG. FALR	DEG.FAHR	DEG. FAFR	DEG. FAHR	DEG. FAHR
- PRELIMINARY LES	0/1 0/1	0 1 X 0 0 1 X 0 0 0 X 0		EXTRA PA	SYMBOL	TAMB	FCT	NLT		SKNT3	SKNT4	SKNT5	SKNT6	SKNT7	רכו	SKNT9	SKNID	SKNTS	SKNTIB	S KNT 14	SKNT15	SKNT16	SKNT17	SKNT 18	SKNT19		S KNT21 A
400EL 8911	PSIA HR S	MMH N204																									
2	14.43					TEMPERATIRE		•	TURE		•		. 40	_	ENPERATURE	6	10		71 71	14	. 1 .	16	17	. 60	61	20A	21A
P716 REV.01/08/86	BAROMETRIC PRESSURE	S ds	OVID TRIM DRIFICE		PARAMETER	42 CELL AMBIENT TEM	FUEL CAVITY 1	NOZZLE LA	65. TUB WALL TEMPERATURE	OD. 47 CKIN TEMP NO. 3	אַ אַ ער אַ	OK IN TEMP NO.	SKIN TEMP. NO.	OK IN TEMP NO.	CELL	SK IN TEMP.	SK IN TEMP. NO.	SKIN TEMP	76. SKIN TEMP. NO. 1	SK IN TEMP	CK IN TEMP	SK IN TEMP	CK IN TEMP	SKIN TEMP	CK IN TEMP	SKIN TEND	TEMP . NO.

						•	0 0	0.01	182.8 192.3		? 1.	87.3 81.4			0.166 9.646			~			1	~					376.5 369.1		_	902.2 911.3	.8	1301.3 1311.1
1 100	98/11/50	A-2	4390		2	•	4	•	165.6	257.1	286.3	87.3	0.0	88.68	875.0	833.8	641.2	611.4	87.8	·		_	143.6	881.1	266.6	519.9	381.2		962.9	884.3	_	1234.5 1
	ST DATE		DN 1S	Z Z Z	N/Y INV Y			•	159.2	257.1	286.8	87.2	0.0	891.1	858.0	815.2	619°8	589.5	87.8	421.0	1159.4	1130.1	143.3	867.5	277.4	289.1	381.7	344.1	953.B	879.0	1227.1	1206.1
1	TE ST	TE S1	TE ST	7 7	XU/ 4	•		9•0	152.5	257.0	289.1	87.1	0.0	894.3	841.2	197.1	601.5	5.00.5	87.9	432.0	1116.1	1088.7	142.2	847.2	287.9	8 - 1 6 2	382.3	345.0	944.5	873.1	1181.8	1171.0
								7•0	146.2	256.9	291.1	87.1	0.0	897.8	827.0	781.7	588.6	558.3	87.9	443.7	1059.2	1036.3	141.3	817.8	297.0	304.9	382.4	345.5	934.6	868.3	•	1124.4
		L BS / S EC	BS/SEC					1. 0	133.5	256.7	289.9	87.1	0.0	902-2	817.7	772.7	584.9	554.7	88.1	455.2	992.9	6.416	140.4	783.6	301.0	307.3	382.0	345.5	924.0	864.1	1053.1	1066.6
	720 IN2 360 IN2	L BS	_	، د				STATIC	127.3	256.6	366.1	87.1	0.0	908.3	821.2	776.3	591.8	559.9	88.3	462.3	974.5	958.3	141.2	176.7	298.4	304.5	381.3	344.8	932.7	866.2	1032.2	1045.3
1	AF (OWON	0.0 MON	NO 2		PARAMETERS		UNITS	DEG . FALR	DEG . FAHR	DEG. FAFR	DEG. FAHR		DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG . FAFR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FALR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG.FAPR	DEG.FALR	DEG. FAFR	DEG. FAHR	DEG . FAHR	DEG. FAHR
	3/1	FUEL	OXIO	PS G	200	EXTRA PAR	. 1	SYMBOL	TAMB	FCT	NCT	FEL		SKNT3	SKNT4	SKNT5	SKNT6	SKNT7	רכב	SKNT9	S KNT 10	SKNT11	SKNT12	SKNT13	S KNT 14	S KNT 15	SKNT16	S KNT 1.7	S KNT 18	S KNT 19	SKNTZOA	SKNT21A
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	PSIA HRS	S S	NAT.	N2 04					w					;																		
	14.43	30.0	0.0	0.0					TEMPERA TURE			TURE			م		ء.		ATE	-	10	1	1.2	13	4	51	91	7	· cc	61	20A	21A
	BAROMETRIC PRESSURE	LENGTH OF RUN	FUEL SP.GR. 60/60	SP • G	FUEL IR IN UKIFICE	OXID TRIM URIFICE		PARAMETER	A2. CELL AMBIENT TEM	FILE CAVITY	NO 271 F LAND	TIIR WALL TEN		67. SKIN TEMP. NO. 3	SKIN TEMP. NO.	SK IN TEMP . NJ .		SK IN TEMP.	LOAD	SKIN	SKIN TEMP NO.	SK IN TEMP.	SK IN	SKIN	SKIN	SK IN	SKIN TEMP. NO	SK IN TEMP.	SKIN TEMP	SK IN TEMP	SK IN TEMP NO.	5. SK IN

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PAGE UF	MODEL NO 8911 TEST DATE 04/17/86 TEST CELL A-2	TE ST NO 4390	INJ S/N	F/DX VAL S/N /																											
- Z	-					29.4	214.8	256.7	268.1	87.4	0.0	571.7	1049.1	1013.6	822.3	799.5	8.05	306.2	1271.5	1219.6	149.5	886.2	151.7	160.9	347.4	296.2	1107.5	921.6	1354.8	1309.0	
ENGINE S/N	SEC	SEC				20.0	201.2	257.0	270.1	87.6	0.0	939.1	1023.8	64066	807.3	785.3	89.6	321.7	1272.7	1223.9	147.5	892.2	170.2	182.7	362.1	314.0	1067.0	917.3	1361.0	1308.0	
02/H2 E	20 IN2 60 IN2 LBS/SEC	_				ST AT IC	127.3	256.6	366.1	87.1	0.0	908•3	821.2	776.3	591.8	559.9	88.3	462.3	974.5	958.3	141.2	7.977	298.4	304.5	381.3	344.8	932.7	866-2	1032.2	1045.3	
REPORT -	AT 0.37720 AE 15.1360 NOM 0.0	O NON			PAR AMET ERS	UNITS	DEG. FAFR	DEG . FAHR	DEG. FAHR	DEG. FAHR		DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAPR	DEG . FAHR	DEG. FAHR	DEG. FAPR	DEG.FAHR	DEG. FAFR	DEG . FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG.FAHR	
- PRELIMINARY TEST	7/C 1/C FUEL	DXI FAS	980	l	EXTRA PAI	SYMBOL	TAMB	FCT	NLT	131		SKNT3	SKNT4	SKNTS	SKNT6	SKNT7	LCT	S KNT9	SKNTLO	S KNT 1.1	S KNT 12	SKNT 13	S KNT 14	S KNT 15	SKNT 16	S KNT 17	S KNT 18	S KNT 19	SKNT20A	SKNTZIA	
MODEL 8911	14.43 PSIA 1426 HR S 30.0 SFC						ERA TURE			TURE							1 TIRE		0		2	5	7	ır.	9	7		. 0	20A	21A	
P716 REV.01/08/86	BAROMETRIC PRESSURE TIME OF RUN	FUEL SP .GR . 60/60	EUFL TRIM ORIFICE	OX IO TRIM ORIFICE		PARAMETER	62. CELL AMBIENT TEMPERATURE	H	ND77LE LAND	TUB WALL TEN		67. SKIN TEMP. NO. 3	SKIN TEMP.	SK IN TEMP.	SKIN TEMP.	SKIN TEMP.	LOAD CELL T	SKIN	SKIN TEMP.	75. SKIN TEMP. NO. 11	SKIN TEMP. ND. 1	77. SKIN TEMP. NO. 13	78 SKIN TEMP . NO. 14	SKIN TEMP. NO. 1	SKIN TEMP. NO. 1	SK IN TEMP	SKIN TEMP. NO. 1	CK IN TEMP IN IN	OK THE TEMP NO.	TEMP . NO.	

EXTRA PARMETERS EXTRA PARMETERS EXTRA PARMETERS TAMP DES.FAHR 132.8 140.9 153.1 162.7 167.9 167.9 174. S/N S/N S/N S/N S/N S/N S/N S/N S/N S/N	Color With Color	Color With Color	CALLE CALL	1427 HRS		7/C 7/C FUEL	AE NOM		INZ INZ LBS/SEC	•	출 # #	MUDEL NU 16 ST DA 16 16 ST CELL	891.1 04/17/86 A-2	٠	
TEMPERATURE TAMP DEG, FAFR 132,8 140,9 153,1 162,7 167,9 169,5 183,4 FTEMP TEMPERATURE TEMPERATURE TAMP DEG, FAFR 256,7 257,4 257,5 257,5 257,4 257,5 257,4 257,5 257,4 257,5 257,4 257,5 257,4 257,5 257,4 257,5 257,4 257,5 257,4 257,5 257,4 257,5 257,4 26,5 268,4 26,5 26,5 26,5 26,5 26,5 26,5 26,5 26,5	FEYTRA PARMETERS FEYTRA PARAMET	EXTRA PARAMETERS SYMBOL UNITS STATIC 1.0 2.0 3.0 4.0 5.0 10.0 TURE TAMP DEG.FAHR 132.8 140.9 153.1 162.7 167.9 169.5 183.4 NUT DEG.FAHR 226.7 225.4 222.4 218.9 216.5 208.4 NUT DEG.FAHR 30.5 234.4 228.2 222.4 218.9 216.5 208.4 NUT DEG.FAHR 30.5 234.4 228.2 222.4 218.9 216.5 208.4 SKNT3 DEG.FAHR 892.6 895.2 880.4 81.7 81.7 81.8 81.1 894.4 921.4 892.6 895.2 822.5 992.8 801.6 826.1 900.7 81.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	EXTRA PARAMETERS SYMBOL UNITS STATIC 1.0 2.0 3.0 4.0 5.0 10.0 10.0 10.0 TEMPERATURE THE PERATU	0.0		LXC FSG	O WON	: :	/ S EC		A L	-	1665		
TEMPERATURE FOR TAME DEG, FAPR 1328 140,9 153.1 162.7 167.9 169.5 183.4 1EMPERATURE FOR DEG, FAPR 256.7 257.4 257.5 257.	TEMPERATURE FGT DEG.FAFR 132.8 140.9 153.1 162.7 167.9 169.5 183.4 TEMPERATURE FGT DEG.FAFR 256.7 257.4 257.5 257.	TURE FCT DEG, FARR 132.8 140.9 153.1 162.7 167.9 169.5 183.4 183.4 144 257.5 2	TEMPERATURE FGT DEG, FAPR 132.8 146.9 153.1 162.1 167.9 169.5 183.4 FTEMPERATURE FGT DEG, FAPR 256.7 277.4 257.5 2	I C E		اذ	RAMETERS				F	VAL	Z	,	
TEMPERATURE FOR TAMS DEG,FAFR 132.8 140.9 153.1 162.7 167.9 169.5 183.4 17 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	TEMPERATURE TAWN DEG, FAPR 132.8 140.9 153.1 167.9 167.9 169.5 183.4 PFCT DEG, FAPR 256.7 257.4 228.5 227.5 27.5 27.5 27.5 27.5 27.5 27.5 2	TURE FUT DEG.FAPR 132.8 140.9 153.1 162.7 167.9 169.5 183.4 NUT DEG.FAPR 256.7 257.4 257.5 227.5 227.5 227.5 227.5 227.5 227.4 277.5 227.4 277.5 227.5 227.5 227.5 227.5 227.4 277.5 227.4 277.5 227.5 227.5 227.5 227.5 227.4 277.5 227.5 227.5 227.5 227.4 277.5 227	TEMPERATURE FGI DEG.FAPR 132.8 140.9 153.1 162.7 167.9 169.5 183.4 TEMPERATURE FGI DEG.FAPR 256.7 231.4 228.2 222.4 218.9 216.5 209.4 FGI DEG.FAPR 260.5 231.4 228.2 222.4 218.9 216.5 209.4 PERATURE THIS COLOR OLD OLD OLD OLD OLD OLD OLD OLD OLD OLD			SYMBOL	UNITS	ST AT IC	1.0	2.0		4.0	5.0	10.0	15.0
TEMP FCI DEG-FAFR 256.7 257.4 257.5 <th< td=""><td>TEMP FCT DEG-FAFR 256.7 257.4 257.5 257.6 60.0 0.0</td><td>FCT DEG.FAIR 256.7 257.4 227.5 257.5 257.5 257.5 257.4 TWI DEG.FAIR 37.7 B 8.6 B 1.7 B 1.7 B 1.8 B 1.7 B 1.8 B 1.7 B 1.8</td><td> The part of the control of the con</td><td>IT TEMPERATURE</td><td></td><td>TAMB</td><td>DEG. FAFR</td><td></td><td>140.9</td><td>153.1</td><td>162.7</td><td>167.9</td><td>169.5</td><td>•</td><td>198.0</td></th<>	TEMP FCT DEG-FAFR 256.7 257.4 257.5 257.6 60.0 0.0	FCT DEG.FAIR 256.7 257.4 227.5 257.5 257.5 257.5 257.4 TWI DEG.FAIR 37.7 B 8.6 B 1.7 B 1.7 B 1.8 B 1.7 B 1.8 B 1.7 B 1.8	The part of the control of the con	IT TEMPERATURE		TAMB	DEG. FAFR		140.9	153.1	162.7	167.9	169.5	•	198.0
TEPP. NIT DEG.FAHR 320.5 234.4 228.2 222.4 216.5 208.4 PERATURE O. 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	TEMP. NUT DEG.FAHR 820.5 234.4 228.2 222.4 218.9 216.5 208.4 Derature SKNYT DEG.FAHR 892.6 895.2 880.4 86.8 87.9 87.1 87.8 87.8 87.8 87.8 87.8 87.8 87.8	NLT DEG.FAPR 320.5 234.4 228.2 222.4 218.9 216.5 208.4 TMT DEG.FAPR 87.7 87.7 87.7 87.7 87.7 87.8 87.8 87.	TEPP. NUT DEG.FAHR 320.5 234.4 228.2 222.4 218.9 216.5 208.4 PERATURE SKNIT DEG.FAHR 792.6 872.8 872.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	/ TEMP		FCT	DEG . FALR		257.4	257.5	257.5	257.5	257.5	251.4	251.2
SKNT3 DEG-FAHR 87.7 87.7 87.6 B1.7 87.7 87.7 87.8 B1.7 B1.7 B1.7 B1.7 B1.7 B1.7 B1.7 B1.7	SKNT3 DEG.FAHR 892.6 895.2 880.4 0.0 0.0 0.0 0.0 SKNT3 DEG.FAHR 892.6 895.2 880.4 876.8 873.9 871.7 876.9 0.0 0.0 SKNT4 DEG.FAHR 798.3 795.3 895.2 837.1 894.4 924.9 SKNT5 DEG.FAHR 765.7 762.4 772.8 876.5 837.1 894.4 924.9 SKNT5 DEG.FAHR 765.7 762.4 772.8 870.5 837.1 894.4 924.9 SKNT5 DEG.FAHR 765.7 762.4 772.8 797.6 618.2 640.3 728.8 SKNT7 DEG.FAHR 760.5 51.6 557.6 572.5 597.6 618.2 640.3 728.8 SKNT7 DEG.FAHR 89.1 89.1 89.0 88.0 88.8 88.9 88.9 88.9 88.9 88.9	SKNT3 DEG-FAHR 87.7 87.6 67.7 87.7 87.6 97.7 87.7 87.6 97.0 0.0	SKNT3 DEG-FAHR 892.6 895.2 880.4 875.0 877.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	TEMP.		NLT	DEG.FAHR		234.4	228.2	222.4	218.9	216.5	208.4	204.4
NO. 3 SKNT3 DEG.FAHR 892.6 895.2 880.4 876.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	NO. 3 SKNT3 DEG_FAHR 792.6 80.4 80.4 817.7 817.9 817.4 80.5 817.4 80.5 817.1 80.4 92.4 92.4 817.3 817.4 B0.5 817.1 80.4 817.7 80.5 817.1 80.4 92.4 92.4 92.4 92.4 92.4 92.4 92.4 92	SKNT3 DEG.FAHR 892.6 895.2 880.4 876.9 877.1 80.0 0.0 SKNT5 DEG.FAHR 788.3 762.4 872.6 873.1 876.9 877.1 876.9 876.9 877.1 876.9 877.1 876.9 877.1 876.9 877.1 87	NO. 3 SKNT3 DEG_FAHR R92.6 B93.2 B80.4 B73.9 B17.9 B74.9 B	MPERATURE		TMT	DEG. FAHR	8	87.7	87.6	87.7	87.1	87.8	87.7	8/8
NO. 3 SKNT4 DEG-FAHR 794.6 889.2 810.8 817.1 810.9 817.1 81	NO. 5 SKNT4 DEG-FAHR 1892.6 895.2 820.5 877.1 876.9 877.2 8 878.9 807.6 826.1 900.7 878.1 876.9 877.2 8 878.9 807.6 826.1 900.7 878.1 876.9 877.2 8 878.9 807.6 826.1 900.7 878.1 876.9 877.2 8 878.9 818.9	SKNT4 DEG-FAHR 794.3 892.6 895.2 820.8 873.4 871.7 876.9 871.7 762.4 772.8 820.5 837.1 974.4 924.9 871.7 DEG-FAHR 705.7 762.4 772.8 788.9 807.6 826.1 900.7 5 KNT5 DEG-FAHR 705.7 762.4 772.8 788.9 807.6 826.1 900.7 5 KNT5 DEG-FAHR 705.0 551.6 572.5 597.6 618.2 640.3 728.8 8 SKNT5 DEG-FAHR 879.6 551.6 572.5 597.6 618.2 640.3 728.8 8 SKNT5 DEG-FAHR 893.1 894.0 884.0 884.8	NO. 3 SKN14 DEG-FAPR 892.6 882.6 880.4 876.8 871.1 876.9 NO. 5 SKN17 DEG-FAPR 798.3 762.4 772.8 786.9 871.1 876.9 NO. 6 SKN17 DEG-FAPR 798.3 762.4 772.8 786.9 871.1 860.3 774.8 NO. 9 SKN17 DEG-FAPR 556.0 574.6 572.5 597.8 6182.7 600.3 774.8 NO. 9 SKN17 DEG-FAPR 656.0 574.6 572.5 597.8 6182.7 600.3 774.8 NO. 9 SKN17 DEG-FAPR 640.5 488.7 88.8 88.8 88.8 88.8 88.8 88.9 80.0 80.0			•	1	0.0	0.0	0.0	0.0	0.0	•	0.0	0.0
SKNTS DEG-FAHR 155.7 162.4 172.8 188.9 807.6 826.1 900.7 SKNTS DEG-FAHR 579.6 574.7 582.2 597.6 618.2 640.3 729.8 SKNTS DEG-FAHR 579.6 574.7 582.2 597.6 618.2 640.3 729.8 SKNTS DEG-FAHR 891 891 891 88.9 88.9 88.9 88.9 SKNTS DEG-FAHR 44.5 436.5 427.4 416.2 405.3 395.0 352.7 SKNT10 DEG-FAHR 943.8 958.4 1017.6 1065.8 1101.2 1128.8 1179.7 SKNT11 DEG-FAHR 138.9 138.3 138.7 139.0 139.1 139.0 139.5 SKNT11 DEG-FAHR 138.9 138.3 138.7 139.0 139.1 139.0 139.5 SKNT13 DEG-FAHR 138.9 138.3 138.7 139.0 139.1 139.5 SKNT14 DEG-FAHR 256.6 259.5 256.0 247.6 238.0 228.2 186.6 SKNT15 DEG-FAHR 256.6 259.5 256.0 247.6 238.0 228.2 186.6 SKNT15 DEG-FAHR 256.6 259.4 253.3 345.8 346.8 348.8 348.8 SKNT16 DEG-FAHR 257.6 261.1 259.4 253.3 345.8 346.8 348.8 348.8 SKNT18 DEG-FAHR 139.0 320.0 320.0 318.8 349.8 348.8 348.8 SKNT18 DEG-FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 SKNT18 DEG-FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 SKNT21A DEG-FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 SKNT21A DEG-FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 SKNT21A DEG-FAHR 1010.7 1028.7 1086.3 1112.8 1135.8 1135.8 1154.5 1188.5	SKNTS DEG.FAHR 765.7 762.4 772.8 788.9 807.6 618.2 640.3 728.8 SKNTS DEG.FAHR 579.6 574.7 582.2 597.6 618.2 640.3 728.8 SKNTT DEG.FAHR 89.1 89.1 89.0 88.9 88.9 88.9 88.9 88.9 SKNTT DEG.FAHR 943.8 959.4 1017.6 1065.8 1101.2 1128.8 1179.7 SKNTIL DEG.FAHR 943.8 959.4 1017.6 1065.8 1101.2 1128.8 1179.7 SKNTIL DEG.FAHR 138.9 138.3 138.7 139.0 139.1 139.0 SKNTIL DEG.FAHR 138.9 138.3 138.7 139.0 139.1 139.0 SKNTIL DEG.FAHR 256.6 259.5 256.0 247.6 238.0 228.2 186.6 SKNTIL DEG.FAHR 256.6 259.5 256.0 247.6 238.0 228.2 186.6 SKNTIL DEG.FAHR 256.6 259.5 256.0 247.6 238.0 228.2 186.6 SKNTIL DEG.FAHR 256.6 259.9 349.9 349.8 348.2 SKNTIL DEG.FAHR 256.6 259.9 36.0 349.9 349.8 348.2 SKNTIL DEG.FAHR 256.6 259.9 26.0 349.9 349.8 348.2 SKNTIL DEG.FAHR 139.0 320.0 320.0 318.8 317.8 316.4 306.2 SKNTIL DEG.FAHR 139.0 320.0 320.0 318.8 317.8 346.4 306.2 SKNTIL DEG.FAHR 1010.7 1028.7 1086.5 847.8 850.5 852.8 852.8 SKNTIL DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 SKNTZOA DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 SKNTZOA DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 SKNTZOA DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 SKNTZOA DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 SKNTZOA DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5	SKNT6 DEG.FAHR 765.7 762.4 772.8 788.9 807.6 926.1 900.7 SKNT6 DEG.FAHR 579.6 574.7 582.2 597.6 618.2 640.3 728.8 SKNT7 DEG.FAHR 89.1 89.1 89.0 88.9 88.7 6618.2 640.3 728.8 SKNT7 DEG.FAHR 89.1 89.1 89.0 88.9 88.9 88.9 88.9 88.9 88.9 88.9	SKNT5 DEG-FAHR 755-7 762-4 772-8 788-9 807-6 826-1 900-7 SKNT5 DEG-FAHR 755-0 574-7 582-2 597-6 618-2 640-3 728-8 SKNT7 DEG-FAHR 755-0 574-7 582-2 597-6 618-2 640-3 728-8 SKNT9 DEG-FAHR 444-5 438-5 427-4 416-2 405-3 395-0 352-7 SKNT10 DEG-FAHR 943-8 958-4 1017-6 1065-8 1101-2 1128-8 1179-7 SKNT11 DEG-FAHR 940-7 952-0 1003-4 1045-4 1077-7 1093-8 1139-0 SKNT13 DEG-FAHR 138-9 138-4 1045-4 1077-7 1093-8 1139-0 SKNT13 DEG-FAHR 256-6 259-5 256-0 247-6 238-0 228-2 186-6 SKNT14 DEG-FAHR 257-6 259-5 256-0 247-6 238-0 228-2 186-6 SKNT15 DEG-FAHR 257-6 259-5 256-0 247-6 238-0 228-2 186-6 SKNT16 DEG-FAHR 257-6 210-0 349-3 348-8 348-8 SKNT16 DEG-FAHR 319-0 320-0 320-0 318-8 317-8 316-4 306-2 SKNT17 DEG-FAHR 904-0 926-6 933-8 940-5 951-6 970-1 SKNT18 DEG-FAHR 845-1 849-1 349-1 349-3 348-8 SKNT20 DEG-FAHR 1010-7 1028-7 108-3 1135-8 1135-8 1154-5 1188-5 SKNT21 DEG-FAHR 1010-7 1028-7 112-8 1135-8 1154-5 1188-5			SKNT3	DEG FAHR	892.6	885.2	880.4	8 / 6.8	873.9	8/1./	876.9	896.1
SKNTS DEG-FAHR 579.6 574.7 582.2 597.6 618.2 640.3 728.8 SKNTT DEG-FAHR 556.0 551.6 577.6 572.5 592.8 615.3 704.8 LCT DEG-FAHR 89.1 89.1 89.0 88.9 88.8 88.8 88.8 SKNT19 DEG-FAHR 943.8 943.8 1017.6 1055.8 1101.2 1128.8 1179.7 SKNT10 DEG-FAHR 940.7 952.0 1003.4 1045.2 405.3 395.0 352.7 SKNT11 DEG-FAHR 138.9 138.3 138.7 139.0 139.1 139.6 139.5 SKNT12 DEG-FAHR 740.2 742.2 769.3 791.4 806.0 814.9 825.2 SKNT15 DEG-FAHR 257.6 259.7 233.0 228.2 186.6 SKNT15 DEG-FAHR 257.6 259.4 234.0 228.2 186.6 SKNT16 DEG-FAHR 257.6 259.4 234.8 348.8 348.8 SKNT17 DEG-FAHR 319.0 320.0 318.8 317.8 316.4 306.2 SKNT19 DEG-FAHR 1010.7 1026.3 1036.3 1112.8 1135.8 1154.5 1188.5 SKNT20 A DEG-FAHR 1010.7 1026.3 1112.8 1135.8 1154.5 1188.5	SKNTG DEG-FAHR 579-6 574-7 582-2 597-6 618-2 640.3 728-8 SKNTT DEG-FAHR 556-0 551-6 557-6 572-5 592-8 615-3 704-8 LCT DEG-FAHR 444-5 438-5 438-5 416-2 405-3 395-0 352-7 SKNTILO DEG-FAHR 940-7 952-0 1603-4 1045-8 1101-2 1128-8 1179-7 SKNTILO DEG-FAHR 940-7 952-0 1603-4 1045-8 1101-2 1128-8 1179-7 SKNTILO DEG-FAHR 940-7 952-0 1603-4 1045-4 1077-7 1099-8 1139-0 SKNTILO DEG-FAHR 740-2 742-2 769-3 199-1 139-0 139-1 SKNTILO DEG-FAHR 740-2 742-2 769-3 199-1 139-0 139-5 SKNTILO DEG-FAHR 757-6 255-0 247-6 238-0 228-2 186-6 SKNTILO DEG-FAHR 256-6 259-5 256-0 247-6 238-0 228-2 186-6 SKNTILO DEG-FAHR 248-4 349-1 349-3 348-8 348-8 348-6 SKNTILO DEG-FAHR 1319-0 320-0 320-0 318-8 317-8 316-4 306-2 SKNTILO DEG-FAHR 1010-7 1028-7 1086-3 1134-4 1165-6 1187-5 1188-5 SKNTILO DEG-FAHR 1010-7 1028-7 1086-3 1135-8 1135-8 1154-5 1188-5	SKNTF DEG-FAHR 579.6 574.7 582.2 597.6 618.2 640.3 728.8 LCT DEG-FAHR 449.1 89.1 89.1 88.9 88.8 88.8 88.9 SKNTT DEG-FAHR 449.5 438.5 427.4 416.2 405.3 395.0 352.7 SKNTT DEG-FAHR 943.8 958.4 1017.6 1065.8 1101.2 1128.8 1179.7 SKNTT DEG-FAHR 138.9 138.7 138.7 139.0 139.1 1139.0 55.0 55.0 55.0 55.0 55.0 55.0 55.0 5	SKNT5 DEG-FAHR 579.6 574.7 582.2 597.6 618.2 640.3 728.8 5KNT7 DEG-FAHR 556.0 551.6 572.5 592.8 615.3 704.8 5KNT7 DEG-FAHR 444.5 551.6 572.5 592.8 615.3 704.8 81.9 5KNT1 DEG-FAHR 444.5 438.5 421.4 416.2 408.3 395.0 352.7 5KNT1 DEG-FAHR 943.8 958.4 1017.6 1065.8 1101.2 1128.8 1179.7 5KNT12 DEG-FAHR 940.7 952.0 1073.4 1045.2 1076.7 1099.8 1139.0 5KNT12 DEG-FAHR 740.2 743.2 769.3 791.4 806.0 814.9 825.2 5KNT15 DEG-FAHR 740.2 743.2 769.3 791.4 806.0 814.9 825.2 5KNT15 DEG-FAHR 256.6 259.5 256.0 247.6 238.0 228.1 139.6 139.5 5KNT15 DEG-FAHR 270.0 320.0 320.0 318.8 318.8 348.2 343.6 5KNT17 DEG-FAHR 319.0 320.0 320.0 318.8 311.8 316.4 306.2 5KNT19 DEG-FAHR 845.7 842.6 349.1 349.4 1165.6 1187.5 1237.8 5KNT20 A DEG-FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 5KNT21 A DEG-FAHR 1010.7 1028.7 1086.3 1135.8 1135.8 1154.5 1188.5	` -		SKNTS	OFG. FAHR		767.4	772.8	788.9	807.6		400.	444.5
SKNT7 DEG-FAHR 89-1 89-1 89-6 557-6 572-5 592-8 615-3 704-8 LCT DEG-FAHR 89-1 89-1 89-0 88-9 88-9 88-8 88-8 SKNT9 DEG-FAHR 444-5 438-5 427-4 416-2 405-3 395-0 352-7 SKNT10 DEG-FAHR 940-7 952-0 1605-8 1101-2 1128-8 1179-7 SKNT12 DEG-FAHR 740-2 742-2 169-3 191-4 806-0 814-9 825-2 SKNT13 DEG-FAHR 740-2 742-2 769-3 191-4 806-0 814-9 825-2 SKNT14 DEG-FAHR 257-6 259-5 256-0 247-6 238-0 228-2 186-6 SKNT15 DEG-FAHR 257-6 261-1 259-4 253-3 245-7 237-5 199-8 SKNT16 DEG-FAHR 257-6 261-1 259-4 253-3 245-7 237-5 199-8 SKNT18 DEG-FAHR 845-7 842-8 349-8 348-8 348-8 348-8 SKNT18 DEG-FAHR 845-7 842-8 844-5 847-8 852-8 852-8 SKNT18 DEG-FAHR 1010-7 1028-7 1086-3 113-4 116-5 1187-5 1188-5 SKNT21 DEG-FAHR 1010-7 1028-7 1112-8 1135-8 115-4 116-5 1188-5	SKNTT DEG-FAHR 556.0 551.6 572.5 592.8 615.3 704.8 LCT DEG-FAHR 89.1 89.1 89.0 88.9 88.8 88.8 88.8 SKNT10 DEG-FAHR 943.8 958.4 1017.6 105.8 1101.2 1128.8 1179.7 SKNT11 DEG-FAHR 940.7 952.0 1003.4 1045.4 1017.7 1099.8 1139.0 SKNT12 DEG-FAHR 740.2 742.2 769.3 191.4 806.0 814.9 825.2 SKNT13 DEG-FAHR 257.6 259.7 234.0 2234.0 2238.0 228.5 SKNT14 DEG-FAHR 257.6 259.7 259.3 245.7 237.5 199.8 SKNT15 DEG-FAHR 257.6 259.7 259.8 317.8 316.4 306.2 SKNT17 DEG-FAHR 270.0 320.0 318.8 317.8 316.4 306.2 SKNT18 DEG-FAHR 845.7 842.9 844.5 845.0 895.6 945.9 951.6 970.1 SKNT19 DEG-FAHR 1010.7 1028.7 112.8 1135.8 1154.5 1188.5	SKNTT DEG-FAHR 556.0 551.6 572.5 592.8 615.3 704.8 LCT DEG-FAHR 89.1 89.1 89.0 88.9 88.8 88.8 88.8 88.9 88.9 88.8 88.8 88.9 88.9 58.1 89.0 86.5 81016.2 112.8 1179.7 5.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 5.7 179.7 179.7 5.7 179.	SKNTT DEG-FAHR 556.0 551.6 557.6 572.5 592.8 615.3 704.8 LCT DEG-FAHR 444.5 499.1 89.0 88.0 88.9 88.9 88.9 SKNTT DEG-FAHR 444.5 438.5 10.7 4 416.2 405.3 395.0 352.7 SKNTTO DEG-FAHR 943.8 958.4 10.7 6 10.65.8 1101.2 1128.8 1179.7 SKNTTO DEG-FAHR 140.7 952.0 1003.4 1045.4 1017.7 1099.8 1139.0 139.1 DEG-FAHR 140.2 10.8 1134.0 139.1 139.6 139.5 SKNTT3 DEG-FAHR 140.2 10.8 139.1 139.0 139.1 139.5 SKNTT3 DEG-FAHR 140.2 10.8 139.1 139.0 139.0 139.1 139.0 139.1 139.0 139.1 139.0 139.0 139.0 139.1 139.0 139.0 139.0 139.0 139.1 139.0 130.0 130.			SKNTS	DEG. FAHR		574.7	582.2	597.6	618-2		729.8	771.5
LCT DEG.FAHR 89.1 89.1 89.0 88.9 88.8 88.8 88.8 88.9 5 87.7 5 KNTTO DEG.FAHR 944.5 438.5 427.4 416.2 405.3 395.0 352.7 5 KNTTO DEG.FAHR 943.8 958.4 1017.6 1065.8 1101.2 1128.8 1179.7 5 KNTTO DEG.FAHR 138.9 138.3 138.4 1047.7 1099.8 1139.0 5 KNTTZ DEG.FAHR 138.9 138.3 138.4 104.6 238.0 247.6 238.0 228.2 186.6 5 KNTTS DEG.FAHR 256.6 259.5 256.0 247.6 238.0 228.2 186.6 5 KNTTS DEG.FAHR 257.6 261.1 259.4 253.3 245.7 237.5 199.8 5 KNTTS DEG.FAHR 257.6 261.1 259.4 253.3 245.7 237.5 199.8 5 KNTTS DEG.FAHR 248.4 349.1 349.4 349.8 348.8 348.8 348.2 348.6 5 KNTTS DEG.FAHR 845.7 842.9 844.5 847.8 850.5 851.8 855.8 855.8 5 KNTZOA DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 5 KNTZOA DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 5 KNTZOA DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5	LCT DEG.FAHR 89.1 89.0 88.9 88.8 88.8 88.9 88.8 88.9 88.9	LCT DEG-FAHR 89.1 89.0 88.9 88.8 88.8 88.9 5 KNTTO DEG-FAHR 944.5 421.4 416.2 400.3 395.0 352.7 5 KNTTO DEG-FAHR 943.8 952.4 1017.4 1045.4 1101.2 1128.8 1179.7 5 KNTTO DEG-FAHR 138.9 138.3 138.7 1045.4 1077.7 1099.8 1139.0 5 KNTTO DEG-FAHR 138.9 138.3 138.7 1045.4 1077.7 1099.8 1139.0 5 KNTTO DEG-FAHR 138.9 138.3 138.7 191.4 806.0 814.9 825.2 5 KNTTO DEG-FAHR 256.6 259.5 256.0 247.6 238.0 228.2 186.6 5 KNTTO DEG-FAHR 248.4 349.1 259.4 253.3 245.7 237.5 199.8 5 KNTTO DEG-FAHR 319.0 320.0 320.0 318.8 317.8 316.4 306.2 5 KNTTO DEG-FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 5 KNTTO DEG-FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 SKNTTO DEG-FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 SKNTTO DEG-FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1188.5	LCT DEG.FAHR 89.1 89.1 89.0 88.9 88.8 88.8 88.9 88.8 88.9 88.8 88.9 88.10 DEG.FAHR 943.8 958.4 1017.4 166.2 1101.2 1128.2 139.5 SKNT10 DEG.FAHR 943.8 958.4 1017.6 1665.8 1101.2 1128.2 1139.0 SKNT11 DEG.FAHR 940.7 952.0 1003.4 1045.4 1077.7 1099.8 1139.0 SKNT12 DEG.FAHR 138.9 138.2 149.3 791.4 806.0 814.9 825.2 SKNT13 DEG.FAHR 256.6 259.5 256.0 247.6 233.0 228.2 138.6 SKNT15 DEG.FAHR 256.6 259.5 256.0 247.6 233.0 228.2 138.6 SKNT16 DEG.FAHR 256.6 259.5 256.0 247.6 233.0 228.2 139.6 SKNT17 DEG.FAHR 349.1 349.4 349.1 349.4 349.8 317.8 316.4 306.2 SKNT18 DEG.FAHR 319.0 320.0 320.0 318.8 317.8 316.4 306.2 SKNT18 DEG.FAHR 1010.7 1026.6 933.8 940.5 945.9 951.6 970.1 SKNT18 DEG.FAHR 1010.7 1026.7 1086.3 1134.4 1165.6 1187.5 1188.5 SKNT20 DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5			SKNT7	DEG. FAHR		551.6	557.6	572.5	592.B		704.8	748.8
9 SKNT9 DEG.FAHR 444.5 438.5 427.4 416.2 405.3 395.0 352.7 10 SKNT10 DEG.FAHR 943.8 958.4 1017.6 1665.8 1101.2 1128.8 1179.7 11 SKNT11 DEG.FAHR 940.7 952.0 1003.4 1045.4 107.7 1099.8 1139.0 12 SKNT12 DEG.FAHR 740.2 743.2 769.3 191.4 806.0 814.9 825.2 13 SKNT13 DEG.FAHR 256.6 259.5 256.0 247.6 238.0 139.6 199.8 16 SKNT16 DEG.FAHR 257.6 261.1 259.4 253.3 245.7 237.5 199.8 16 SKNT16 DEG.FAHR 319.0 320.0 318.8 348.8 348.2 343.6 17 SKNT17 DEG.FAHR 319.0 320.0 320.0 318.8 348.8 348.2 348.6 348.6 348.6 348.6 348.6 348.6 348.6 348.6 348.6 348.6 348.6 <t< td=""><td>9 SKNT9 DEG.FAHR 444.5 438.5 427.4 416.2 405.3 395.0 352.7 10</td><td>9 SKNT9 DEG-FAHR 444.5 438.5 427.4 416.2 405.3 395.0 352.7 110</td><td>9 SKNT9 DEG-FAHR 444.5 438.5 427.4 416.2 405.3 395.0 352.7 SKNT10 DEG-FAHR 943.8 995.4 1017.6 1065.8 11101.2 1128.8 1179.7 1 1099.8 1139.0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td><td>EMPERATURE</td><td></td><td>TCT</td><td>DEG.FAHR</td><td></td><td>89.1</td><td>89.0</td><td>88.9</td><td>88.8</td><td></td><td>88.9</td><td>8.68</td></t<>	9 SKNT9 DEG.FAHR 444.5 438.5 427.4 416.2 405.3 395.0 352.7 10	9 SKNT9 DEG-FAHR 444.5 438.5 427.4 416.2 405.3 395.0 352.7 110	9 SKNT9 DEG-FAHR 444.5 438.5 427.4 416.2 405.3 395.0 352.7 SKNT10 DEG-FAHR 943.8 995.4 1017.6 1065.8 11101.2 1128.8 1179.7 1 1099.8 1139.0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	EMPERATURE		TCT	DEG.FAHR		89.1	89.0	88.9	88.8		88.9	8.68
10 11 12 13 14 15 15 17 18.3	10 SKNT10 DEG-FAHR 943.8 958.4 1017.6 1055.8 1101.2 1128.8 1179.7 11	10 SKNT10 DEG-FAHR 943.8 958.4 1017.6 1065.8 1101.2 1128.8 1179.7 11	10 SKNT10 DEG-FAHR 943.8 958.4 1017.6 1065.8 11101.2 1128.8 1179.7 11			SKNT9	DEG. FAHR		438.5	451.4		405.3		352.7	325.8
11 2 SKNT11 DEG-FAHR 940.7 952.0 1003.4 1045.4 1077.7 1099.8 1139.0 12 2 SKNT12 DEG-FAHR 138.9 138.3 138.7 139.0 139.1 139.6 139.5 1	11 SKNT11 DEG-FAHR 940.7 952.0 1003.4 1045.4 1077.7 1099.8 1139.0 12 SKNT12 DEG-FAHR 138.9 138.3 138.7 139.0 139.1 139.6 139.5 139.6 139.5	1	11			S KNT 10	DEG. FAHR		958.4	1017.6	065	1101.2	_	1179.7	1180.4
12 12 13 15 17 18 18 18 18 18 18 18 18 18 18 18 18 18	12 12 13 15 17 18 18 18 18 18 18 18 18 18 18 18 18 18	12 SKNT12 DEG.FAHR 158-9 158-5 158-6 159-	12 12 13 14 15 15 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18		•	SKNTII	DEG.FAHR		952.0	1003.4	1045.4	1017.7	_	1139.0	1136.1
14 SKNT19 DEG.FAFR 256.6 259.5 256.0 247.6 238.0 228.2 186.6 15 SKNT19 DEG.FAFR 256.6 259.5 256.0 247.6 238.0 228.2 186.6 17 SKNT19 DEG.FAFR 349.1 349.4 349.3 348.8 348.8 348.2 343.6 17 SKNT19 DEG.FAFR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 19 SKNT20A DEG.FAFR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 21A SKNT21A DEG.FAFR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5	14 SKNT15 DEG-FAFR 179.5 256.0 247.6 238.0 228.2 186.6 15 259.6 257.6 259.3 245.7 237.5 199.8 17 257.6 251.1 259.4 253.3 245.7 237.5 199.8 16.6 16 257.6 251.1 259.4 253.3 348.8 348.2 343.6 16 257.6 251.1 259.4 349.3 348.8 348.2 343.6 17 257.6 251.1 259.4 349.3 348.8 348.2 343.6 17 257.6 251.1 259.4 349.3 348.8 348.2 343.6 18 257.6 251.1 259.4 349.3 348.8 348.2 343.6 18 257.6 251.0 320.0 320.0 318.8 317.8 316.4 306.2 18 208.2 208	14 SKNT15 DEG-FAFR 256.6 259.5 256.0 247.6 2234.0 228.2 186.6 15 SKNT15 DEG-FAFR 256.6 259.5 256.0 247.6 2234.0 228.2 186.6 15 SKNT15 DEG-FAFR 257.6 261.1 259.4 253.3 245.7 237.5 199.8 16 SKNT15 DEG-FAFR 319.0 320.0 320.0 318.8 317.8 316.4 306.2 18 SKNT17 DEG-FAFR 319.0 320.0 320.0 318.8 317.8 316.4 306.2 119 SKNT19 DEG-FAFR 845.7 842.9 844.5 847.8 850.5 852.8 855.8 855.8 855.8 855.8 2183.8 2134.4 1165.6 1187.5 1237.8 214 SKNT20A DEG-FAFR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 214	14 SKNT15 DEG-FAFR 179.5 256.0 247.6 238.0 228.2 186.6 15	- •	<i>()</i>	S KNI 12	DEG - PARK		156.5	1.001	133.0	1070	0.410	157.5 125.7	L 20 - 2
SKNT15 DEG-FAHR 257.6 261.1 259.4 253.3 245.7 237.5 199.8 16 SKNT16 DEG-FAHR 349.1 349.4 349.3 348.8 348.8 348.2 343.6 17 SKNT17 DEG-FAHR 319.0 320.0 320.0 318.8 317.8 316.4 306.2 18 SKNT18 DEG-FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 19 SKNT19 DEG-FAHR 845.7 842.9 844.5 847.8 850.5 852.8 855.8 20a SKNT20a DEG-FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 21a SKNT21a DEG-FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5	SKNT15 DEG-FAHR 257.6 261.1 259.4 253.3 245.7 237.5 199.8 16 16 SKNT16 DEG-FAHR 349.1 349.4 349.3 348.8 348.2 343.6 17 SKNT17 DEG-FAHR 319.0 320.0 318.8 317.8 316.4 306.2 18 SKNT18 DEG-FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 19 SKNT19 DEG-FAHR 845.7 842.9 844.5 847.8 850.5 852.8 855.8 20A SKNT20A DEG-FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 21A SKNT21A DEG-FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5	SKNT15 DEG.FAHR 257.6 261.1 259.4 253.3 245.7 237.5 199.8 16 SKNT16 DEG.FAHR 319.0 320.0 320.0 318.8 317.8 316.4 306.2 17 SKNT17 DEG.FAHR 319.0 320.0 320.0 318.8 317.8 316.4 306.2 119 SKNT18 DEG.FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 19 SKNT19 DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 214 SKNT20A DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5	SKNT15 DEG-FAHR 257.6 261.1 259.4 253.3 245.7 237.5 199.8 16 16 SKNT16 DEG-FAHR 349.1 349.4 349.3 348.8 348.2 343.6 17 SKNT17 DEG-FAHR 319.0 320.0 318.8 317.8 316.4 306.2 18 SKNT18 DEG-FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 19 SKNT19 DEG-FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 20A SKNT21A DEG-FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5	٦ -		SKNT 14	DEG. FARR	1	259.5	256.0	247.6	238.0	228.2	186-6	162.6
16 SKNT16 DEG.FAHR 319.0 320.0 318.8 348.8 348.2 343.6 336.2 17 SKNT17 DEG.FAHR 319.0 320.0 320.0 318.8 317.8 316.4 306.2 293 18 SKNT18 DEG.FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 981 19 SKNT19 DEG.FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 981 198 204 SKNT20A DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1254 2184 2184 2184 2184 2184 2184 2184 218	16 SKNT16 DEG.FAHR 319.0 320.0 318.4 349.8 348.8 348.2 343.6 336.1 17 SKNT17 DEG.FAHR 319.0 320.0 320.0 318.8 317.8 316.4 306.2 293.18 SKNT18 DEG.FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 981.1	16 SKNT16 DEG-FAFR 349.1 349.4 349.3 348.8 348.2 343.6 17 SKNT17 DEG-FAFR 319.0 320.0 318.8 317.8 316.4 306.2 18 SKNT18 DEG-FAFR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 19 SKNT19 DEG-FAFR 845.7 842.9 844.5 847.8 850.5 852.8 855.8 1237.8 1 204 SKNT21A DEG-FAFR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1 21A	16 SKNT16 DEG.FAHR 319.0 320.0 318.8 348.8 348.2 343.6 336.2 17 SKNT17 DEG.FAHR 319.0 320.0 320.0 318.8 317.8 316.4 306.2 293 18 SKNT18 DEG.FAHR 904.0 926.6 933.8 946.5 945.9 951.6 970.1 981 19 SKNT19 DEG.FAHR 1010.7 1028.7 1134.4 1165.6 1187.5 1237.8 1254.2 21A SKNT21A DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1198	٠,		SKNT15	DEG. FAHR		261.1	259.4	253.3	245.7	237.5	199.8	171.4
17 SKNTI7 DEG.FAHR 319.0 320.0 318.8 317.8 316.4 306.2 293 18 SKNT18 DEG.FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 981 19 SKNT19 DEG.FAHR 845.7 842.9 844.5 647.8 850.5 852.8 855.8 852.8 852.8 204 204 SKNT204 DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1254 214 SKNT21A DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1198	17 SKNTI7 DEG.FAHR 319.0 320.0 318.8 317.8 316.4 306.2 29.3 18 SKNT18 DEG.FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 981 19 SKNT19 DEG.FAHR 845.7 842.9 844.5 847.8 850.5 852.8 855.8 85.2 852.8 852.8 852.8 852.8 852.8 852.8 852.8 852.8 852.8 852.8 852.8 852.8 852.8 852.8 852.8 852.8 852.8 125.4 165.6 1187.5 1237.8 125.4 125.4 115.6 1187.5 1237.8 125.4 1198.5 1198.5 1198.5 1198.5 1198.5 1198.5 1198.5 1198.5 1198.5 1198.5 1198.5 1198.5 1198.5 1188.5 1198.5	17 SKNTIT DEG.FAHR 319.0 320.0 318.8 317.8 316.4 306.2 18 SKNTIB DEG.FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 19 SKNTI9 DEG.FAHR 845.7 842.9 844.5 847.8 850.5 852.8 855.8 204 SKNTZOA DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1 21A SKNTZIA DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1	17 SKNTI7 DEG.FAHR 319.0 320.0 318.8 317.8 316.4 306.2 293 18 SKNT18 DEG.FAHR 904.0 926.6 933.8 946.5 945.9 951.6 970.1 981 19 SKNT19 DEG.FAHR 845.7 842.9 844.5 647.8 850.5 852.8 855.8 852.8 20A SKNT20A DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1254 21A SKNT21A DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1198			SKNT16	DEG . FAFR		349.1	349.4	349.3	348.8	348.2	343.6	336.1
ND. 18 SKNT18 DEG.FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 981 ND. 19 SKNT19 DEG.FAHR 845.7 842.9 844.5 647.8 852.8 852.8 852.8 852.8 852.8 ND. 204 SKNT20A DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1254 ND. 21A SKNT21A DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1198	ND. 18 SKNT18 DEG.FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 981 ND. 19 SKNT19 DEG.FAHR 845.7 842.9 844.5 847.8 850.5 852.8 855.8 852.8 ND. 20A SKNT20A DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1254 ND. 21A SKNT21A DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1198	• 18	ND. 18 ND. 19 SKNT19 DEG.FAHR 904.0 926.6 933.8 940.5 945.9 951.6 970.1 981 ND. 19 SKNT19 DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1254 ND. 20A SKNT21A DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1198	-		S KNT 17	DEG. FAHR		320.0	320.0	318.8	317.8	316.4	306.2	293.3
NO. 19 SKNT19 DEG.FAFR 845.7 842.9 844.5 847.8 852.8 852.8 855.8 852.8 NO. 204 SKNT20A DEG.FAFR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1254 NO. 21A SKNT21A DEG.FAFR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1198	NO. 19 SKNT20A DEG.FAHR 845.7 842.9 844.5 647.8 852.8 852.8 852.8 852.8 852.8 NO. 20A NO. 20A SKNT21A DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1254 NO. 21A SKNT21A DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1198	. 19 SKNT19 DEG.FAHR 845.7 842.9 844.5 847.8 850.5 852.8 855.8 . 204 SKNT204 DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1 SKNT21A DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1	NO. 19 SKNT19 DEG.FAHR 845.7 844.5 847.8 852.8 852.8 852.8 852.8 852.8 852.8 NO. 204 NO. 20A SKNT20A DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1254 NO. 21A SKNT21A DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1198	-		S KNT 18	DEG. FAHR		956.6	933.8	540.5	945.9	951.6	970.1	981.1
ND. 20A SKNT20A DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1254 ND. 21A SKNT21A DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1198	NO. 20A SKNT2OA DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1254	. 20A SKNT20A DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1 SKNT21A DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1	ND. 20A SKNT20A DEG.FAHR 1010.7 1028.7 1086.3 1134.4 1165.6 1187.5 1237.8 1254 ND. 21A SKNT21A DEG.FAHR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1198	NO.		SKNT 19	DEG.FAHR		842.9	844.5		850.5	852.8	•	852.6
. 21A SKNT21A DEG.FAFR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1198	. 21A SKNT21A DEG.FAFR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1198	. 21A SKNT21A DEG.FAFR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1	. 21A SKNT21A DEG.FAFR 1020.3 1035.5 1078.2 1112.8 1135.8 1154.5 1188.5 1198	١.		SKNTZOA	DEG. FAHR	010	1028.7	1086.3	•	1165.6	1187.5	•	524
						SKNT21A	DEG.FAHR	0 20	ы 5	1078.2	•	35.	1154.5	.	198
													<u> </u> 		

891 1 04/11/86 A-2 4391	•																									G	RIG F F	AL OR	P.A.	G
L NO DATE CELL NO NO S/N	F/OX VAL S/N																													
-		29.4	217.8	256.4	200.5	0.0	940.8	1010.6	983.9	0.661	1.8.1	92.3	1180.6	1130.5	138.5	811.0	132.6	140.7	314.2	0.107	1003.	1 2 4 5 . 0	1191.5							
'S E C		20.0	206.1	256.9	202.1	0.0	914.7	989.0	965.8	787.4	- 1			1		817.6	148.3	156.8	329.0	7.187		- 1	1190.8							
720 IN 2 360 IN 2 LBS/SEC LBS/SEC 0		ST AT 1C	132.8	256.7	320.5	0.0	892.6	798.3	765.7	579.6	556.0	1.68	0 + + + 0 a	240-7	138.9	740.2	256.6	257.6	348.4	919.0	904-0	10101	1020.3							
AT 0.37720 AE 15.1360 NOM 0.0 NOM 0.0 NOM 0.0	PARAMET ERS	UNITS	DEG. FAHR	DEG . FAHR	DEG. FAFR	מבאר - סממ	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG . FAFR	ATATA DEC	DEGETATE	DEGLEAHR	DEG. FAHR	DEG . FAHR	DEG. FAFR	DEG. FAHR	DEG . F ATR	DEG. FAHR	DEG.TAPK	DEG. FAHR							
17.0 17.0 17.0 10.0 0x.10 FS.6 0S.6	EXTRA PA	SYMBOL	TAMB	FCT	NLT	- B -	SKNT3	SKNT4	SKNTS	SKNT6	SKNT7	רכד	S IN S IN S IN S IN S IN S IN S IN S IN	O T EN Y O	C L L V	SKNT13	S KNT 14	S KNT 15	S KNT 16	SKNTIT	SKNTIB	S KNI 19	SKNTZIA							
P SI A HR S MC MMH NZ 04			<u>w</u>																											
14.43 1427 30.0 0.0 0.0			MPERA TUR	٥	D	A TURE	~	•	5	9	7	TEMPERATURE	6.	10	11	13	14	15	16	1.1	18	19	20A 21A							
BAROMETRIC PRESSURE TIME OF RUN LENGTH OF RUN FUEL SP.GR. 60/60 OXID SP.GR. 60/60	OXID TRIM ORIFICE	PARAMETER	AMBIENT TEMPERATURE	CAVITY TEMP	•	TUB WALL TEMPERATURE	TEMP, NO.				TEMP. NO.	CELL TEMPE		TEMP. NO.		TEMP. NO.	ı			1		•	TEMP. NO.							

BARDMETRIC PRESSURE TIME OF RUN	14.43	PSIA HRS GGC		T/C AE	0.37720	20 IN2 60 IN2	, E.	•	MODEL TEST	ST DATE	8911 04/17/86	9,	
SP.GR. 60/60 SP.GR. 60/60	000	MMH N204		1	90		BS/SEC		T C T C T C T C T C T C T C T C T C T C		4392		
OX ID TRIM ORIFICE			EXTR	A PARA	• i				F /0x	VAL	S/N	,	
PARAMETER			SYMBOI		UNITS	STAT IC	1.0	2.0	3.0	0.4	5.0	10.0	15.0
CELL AMBIENT TEM	TEMPERA TURE	•••	TA		FAFR	86.1	93.5	103.0	109.8	117.0	121.0	131.8	136.9
CAVITY			J.		DEG . FAHR	77.8	77.9	78.6	78.6		18.9	80.08	80.4
	•		NLT		DEG.FAFR	163.8	2111.2	247.7	269.7	282.1	289.3	305.4	308.3
TUB WALL TEMPERATURE	TURE		i		DEG. FAHR	85.9	85.9	85.9	85.9	85.9	85.8	85.9	86.1
						0.0	0.0	0.0	ပ 0	0.0	0.0	0.0	0.0
TEMP.	•		SKNT	m	DEG. FAHR	124.4	124.5	124.0	124.2	124.6	124.8	149.4	217.8
TEMP. NO.			SKNT	4	FAHR	110.8	117.1	133.7	153.3	1.66.7	208.2	377.5	523.9
TEMP. NO.	2		SKN	2	FAHR	108.6	113.2	128.5	148.3	171.5	200.4	364.6	505.9
TEMP. NO.	•		SKNT	9	DEG. FAHR	89.3	101-1	119.0	139.7	161.7	193.3	388.5	537.0
TEMP.	7		SKN	_	DEG. FAHR	87.2	94.3	111.6	131.3	153.9	183.6	366.5	507.6
CELL TEMPE	A TURE		רכ	-	DEG.FAPR	87.8	87.9	88.0	88.1	88.5	88.7	9.68	406
TEMP. NO.	Er.		SKNT	C.	DEG. FAHR	95.6	95.5	95.6	95.0	6.46	4.46	95.1	103.2
TEMP. NO.	10		SKNTI	0	DEG. FAHR	138.5	172.4	330.6	488.2	623.2	736.0	1060.3	1181.5
TEMP.	=		SKNT	-4	DEG . FAHR	139.8	170.8	314.9	457.1	281.7	688.1	1000.8	1122.9
TEMP	12		I XXIX		DEG. FAHR	88.5	80	90.5	92.8	94.4	96.0	100.4	103.3
TEMP.	13		SKNT		DEG . FAHR	156.1	179.1	276.1	375.4	456.6	521.8	701.0	174.0
TEMP.	<u>*</u>		SKNT		DEG . FAHR	160.9	160.8	159.2	156.5	153.2	150.6	145.6	141.1
TEMP.	51		SKNT		FAHR	158.6	158.7	157.6	155.4	152.9	150.7	144.3	137.9
SKIN TEMP. NO. 1	91		SKNT		DEG. FAHR	156.4	156.6	156.5	156.6	157.0	157.4	161.7	168.8
SK IN TEMP. NJ. I	1.7		SKNT		DEG. FALR	156.4	156.6	156.7	157.0	151.3	158.2	163.2	170.5
SKIN TEMP. NO. 1	81		SKNT		DEG. FAHR	123.9	129.8	147.8	165.2	183.4	204.2	302.1	390.6
SKIN TEMP. NO. 1	61		SKNT		DEG. FAHR	128.4	130.8	141.2	150.€	161.3	171.6	232.6	288.8
TEMP. NO.	20A		S KNT 20	A	DEG. FAHR	143.7	177.3	330.8	481.6	617.2	733.1	1092.9	1238.5
TEMP. NO.	21A		SKNTZ	⋖	DEG. FAHR	143.3	181.0	332.1	475.0	601.8	71.1.6	1057.6	1200.8
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PAGE OF	MODEL NU 8911	TEST DATE 04/17/86 TEST CFIL A-2	٠,	N/S	E ZIX VA S/N		() () () () () () () () () ()		ह: ड	ਦੇ \$3	2. 10	តុ ភ		. 1. 7	C.	A. A.		P 7.	71 F		; <u>,</u> \$	C .	. 6					AL	P.Q		IS		ra e					
	,						29.4	152.9	86.7	86.1	0.0	786.7	762.8	724.2	93.2	148.0	1259.3	1208.5	841.0	137.1	132.5	187.6	186.7	423.4	1348.3	1305.7											•	
ENGINE S/N		SEC	SEC				20.0	144.4	82.7	85.9	0.0	639.8	618.6	632.9	91.5	116.9	1228.7	1171.2	809.0	138.9	134.8	173.9	175.1	139.3	1302.3	1262.4												
02/42	1	60 IN2 L BS/SEC	1				STATIC	86.1	77.8	85.9	0.0	110.8	108.6	89.3	87.8	95.6	138.5	139.8	156.1	160.9	158.6	156.4	156.4	128.4	143.7	143.3												
T REPORT -	AT	AE 15.1360	NON		0	AR AMET ERS	UNITS	DEG. FAHR	DEG . FAHR	DEG. FARR	004.0	DEG FAHR	DEG. FAHR	DEG FAHR	DEG . FAFR	DEG.FAHR	DEG.FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG - FAHR	DEG.FAHR	DEG - FAHR	DEG . FAHR	DEG.FAHR												
- PRELIMINARY TES	2/1	1/C	1 XO	FSG	200	EXTRA PA	SYMBOL	TAMB	FCT	TWT.	Z TAY	SKNT4	SKNTS	SKNT6	LCT	SKNT9	CITNAS	S KNT 11	S KNT 13	S KNT 14	S KNT 15	SKNT16	SKNT17	STATE TO SERVICE TO SE	SKNTZOA	SKNT21A												
MODEL 8911	3 PSIA			N204				SRE SRE																														
	(E 14.43	152	•	0.0				TEMPERA TURE	TEMP	TEMPERATURE		n 4	i i	.	- lw		- 1		13	1		- 1		æ ç	1													
REV.01/08/86	PRESSUR	<u> </u>	SP .GR . 60/60	09/09	TRIM URIFICE	301 L1 TC	FR	MBIENT 1	FUEL CAVITY TEMP	LE TEMPE	9	TEMP, NO.	1	TEMP. NO.	CELL TEMP	•			TEMP, NO.	١.		- 1		TEMP. NO.	.l .													
P716 REV.0	E	TIME OF RUN	FUEL SP.GR		FUEL TRIM	10 IN I	PARAMETER	CELL	ı			N IN	SK IN	SK IN	I DAD	SKIN	SK IV	SKIN	SK IN	SK IN	SK IN	SKIN	SKIN	SK IN	SKIN	SK IN											18	9
						5 :			63.		99	, Q	69	. 20.			74	15			79		8	ω, σ	28	• •	*	:		ţ :	3 1,	١	• <u>T.</u> gr.::	ريا .	7.7	_		

	15.0	137.2	116.0	246.5	0.0	650.8	781.5	671.8	658.1	238.6	1173.2	1147.1	106.8	607.5	161.0	233.8	222.2	649.6	7.5	1194.8					
•	10.0	133.4	115.4	249.9	0	605.9	697.5	589.7	576.7	260.1	1136.9	1116.3	106.5	176.3	175.6	232.9	223.1	624.4	11/9.7	1145.0	OF OF	MGINA POOI		GE IS	
8911 04/17/86 A-2 4393 5/N	5.0	125.9			0.0	588.0	584.8	2	8 8 8	295.5	992.9	985.9	103.9	202	2007	231.1	220.4	579.5	1029.7	008.				† † †	
CELL DATE CELL NO S/N VAL	4.0	123.8	113.4	1.467	0.0	588.9	562.2	436.5	422.5	304.0	938.2	933.9	103.3	9.000	206.3	230.5	219.5	569.5	975.0	7.196	:	:			
MUDEL TEST TEST TEST TAC TAC TAC TAC TAC TAC TAC TAC TAC TA	3.0	123.5	113.1	86.5	0.0	590.6	541.2	414.4	400.0	312.5	870.1	867.7	102.6	214.7	211.7	230.2	218.3	558.7	906.8	506.3	ļ	:			
	2.0	117.6	112.8	86.4	0.0	592.8	524.7	397.5	384.6	321.3	786.9	786.2	101.8	215.8	215.6	230.2	217.3	547.5	833.2	842.7					
SEC	1.0	108.4	113.0	86.4	0.0	595.3	514.2	389.7	367.0	330.2	699.3	701.2	0.00	222.5	217.6	229.9	216.8	535.4	747.4	767.5					
20 IN2 50 IN2 LBS/SEC_ LBS/SEC_	STAT IC	100.3	112.8	284°5 86°4	0.0	599.4	514.8	390.5	919.0	336.6	669.3	673.5	63.66	221.7	216.5	229.1	216.2	531.2	719.3	740.1					
/C AT 0.37720 /C AE 15.1360 UEL NOM 0.0 XID NOM 0.0 SG NOM 0.0 SG NOM 0.0	UNITS	DEG. FAHR	DEG . FAHR	DEG. FAHR		DEG.FAHR	DEG. FAHR	DEG.FAHR	DEG FARE	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG FAFR	DEG . FAHR	DEG. FAHR	DEG. FALR	DEG. FAHR	DEG. FAHR	DEG. FAHR					
T/C T/C F/JEL OXID F/S OSG OSG	SYMBOL	TAMB	בי בי	TXT		SKNT3	SKNTS	SKNT6	SANI	SKNT9	SKNT10	SKNT11	SKNT12	SKNT14	SKNT15	S KNT 15	SKNT17	SKNT 18 SKNT 19	SKNT20A	S KNT2 I A					
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14.43 PSIA 1529 HRS 30.0 SEC 0.0 MMH		TEMPERA TURE		TURE					ATIRE		10	11.	2 -	4	- 10	9	~	ဆောက	20A	21A					
BAROMETRIC PRESSURE TIME OF RUN LENGTH OF RUN FUEL SP.GR. 60/60 OXID SP.GR. 60/60 FUEL TRIM ORIFICE DXID TRIM ORIFICE	P AR AM ET ER	AMB TENT	FUEL CAVITY TEMP	-		SKIN TEMP. NO. 3 SKIN TEMP. NO. 4	TEMP. NO.	SKIN TEMP. NO. 6	CELL TEMPE	TEMP.	TEMP. NO.	TEMP. NO. 1	SKIN TEMP. NO. 1	TEMP. NO. 1	TEMP. NO. 1	TEMP. NO. 1	TEMP. NO. 1	SKIN TEMP. NO. 1	TEMP. NO.	SK IN TEMP. NO. 2			3		19

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PAGE UF	MUDEL NU 8911 1E ST DATE 04/17/86 1E ST CELL A-2	-	1 /C 5/N	-																									(C)	RIG F	N.	AL DR	P. O	ag U a	E	IS TY					
	•					29.4	145.2	120.6	243.5 86.8	0.0	190.1	514.3	758.8	746.5	63.9	222.8	1194.4	1168-4	824.5	136.9	136.9	232.9	215.1	138.2	760	1222.5			:												
ENGINE S/N	INZ INZ LBS/SEC	SEC				20.0	144.3	117.0	244.9	0	702.5	847.4	717.9	703.9	93.0				8.5.2	148.4	149.7	233.8	220.0	664.0																	
O 2/ H2			00			STAT IC	100.3	112.8	284.6	0	599.4	529.4	3406	379.0	91.4	336.6	669.3	673.5	517.6	221.7	216.5	229.1	216.2	531.2	710.3	740-1	:														
REPORT -	AT 0 AE 1 NOM 0	NOM 0.0	NCM NOM NOM		PARAMETERS	UNITS	DEG. FALR	DEG . FAHR	DEG. FAHR		DEG. FAHR	DEG FAHR	DEG. FAHR	DEG. FAHR	DEG.FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG. FAHR	DEG . FAHR	DEG. FAHR	DEG. FAFR	DEG - FAHR	DEG FAHR	DEG FAHR	DEG . FAHR															
- PRELIMINARY TEST	1/C 1/C FUEL	DIXO	FSG		EXTRA PAR	SYMBOL			NLT		SKNT3	١														SKNT21A															
MODEL 8911	PSIA HRS	MMI	N204				w																																		
Ĭ	14.43 1529 30.0	0.0	0.0				MPERA TUR	م	P. A TURE	5	E -	4	v ~	· ~	TEMPERATURE	6	10	11	; K	14	15	16	17	S-1-2	200	21A															
P716 REV.01/08/86	BAROMETRIC PRESSURE TIME OF RUN	FUEL SP .GR . 60/60	DX ID SP.GR. 60/60	DX ID TR IM OR IF ICE	i	PARAMETER		. FUEL CAVITY	64. NOZZLE LAND TEMP.	ממ שבר	SK IN TEMP.	SK IN TEMP.	69. SKIN TEMP. NO.	SK IN TEMP.	LOAD CELL	SK IN TEMP.	SKIN TEMP.	- XI XX •	FIND	SK IN TEMP	SKIN TEMP.	SKIN TEMP.	SK IN TEMP.	82. SKIN TEMP. NO.	OK IN TEND	SK IN TEMP												19	91		
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capable of operating for impulse with a chamber ratio of 40. Superimpostainless steel spherical temperature to 1700°F	pressure of 75 psia (psed was also the obcal combustion chambe (1200°K), an objective	ve specific impulse of 400
(2,224,000 N-seconds) of required a number of des	total impulse. The dem ign iterations which ever monstration, almost imm	tration of 500,000 lbf-second monstration of these objectives wentually culminated in a very mediately followed by a changed
program objective imposed of 8. This change was	to redesign and demons made and more than 2 s successfully demonstr	strate at a mixture ratio (0/r) 250,000 lb _f -seconds (1,112,000 rated at a mixture ratio of 8.
This document contains program to design and dem	a description of the	effort conducted during the
	oustrate the thrusters	211001001
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Space Station Auxiliary ri		ution Statement
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Hydrogen/Oxygen Thruster	opulsion 18. Distribu	ution Statement assified - unlimited
Hydrogen/Oxygen Thruster Specific Impulse	opulsion 18. Distribu	ution Statement
Hydrogen/Oxygen Thruster	opulsion 18. Distribu	ution Statement assified - unlimited

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